

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE JACKSONVILLE	OFFICE OF ORIGIN JACKSONVILLE	DATE 10/16/71	INVESTIGATIVE PERIOD 10/4/71 - 10/16/71
TITLE OF CASE GEORGE MALLORY GIFFE, JR., aka. George Mallory Giffe, Jr. (Deceased); MRS. GEORGE M. GIFFE, JR. - VICTIM (Deceased)		REPORT MADE BY SA [REDACTED]	TYPED BY : nme
		CHARACTER OF CASE CAA - HIJACKING; CARRYING A CONCEALED WEAPON; INTIMIDATION OF CREW MEMBERS; KIDNAPING	

REFERENCE: Bureau teletype to Jacksonville dated 10/14/71. *4-1*

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ENCLOSURES:TO BUREAU

Enclosed for the Bureau are 36 crime scene photographs taken on 10/4/71, by Office of the Sheriff, Jacksonville, Florida. Also enclosed for the Bureau are 6 photographs of additional views of general airport and crime scene areas taken by the Jacksonville Office on 10/12/71.

ACCOMPLISHMENTS CLAIMED						<input type="checkbox"/> NONE	ACQUIT- TALS	CASE HAS BEEN:
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES			
					\$250,000			PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

COPIES MADE:		SPECIAL AGENT IN CHARGE	DO NOT WRITE IN SPACES BELOW	
⑧ - Bureau (Enc. 42) 2 - USA, Jacksonville (ATTN: AUSA) 8 - Memphis (164-76) (Enc. 12) (3 - 120-263) (2 - USA, Nashville, Tennessee) 3 - Jacksonville (164-103) (1 - 120-288)		<i>detached for Em. 5718</i>	164 - 2042 - 167	REC-11
8 NOV 9 1971				

Dissemination Record of Attached Report			
Request Recd.	0-7 to JK	100 to [REDACTED]	
Date Fwd.	NS #22 & 23	31 BPO	
How Fwd.	JEW/CA	1 2/71	
By	SA [REDACTED]	SA [REDACTED]	

Notations
SIX STAT. SECT.

JK 164-103

TO MEMPHIS

Enclosed for Memphis are two (2) sets of photographs (6 photographs per set) of the photographs taken by Jacksonville on 10/12/71.

ADMINISTRATIVE:

The statement of probable cause set forth in the complaint filed by United States Magistrate, Jacksonville, Florida, by SA [] on 10/4/71, was reviewed and found to be sufficient and correct by AUSA [] on that date.

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The authorization by AUSA [] regarding [] was confirmed by the submission of an FD-320 on 10/6/71.

Additional photographs concerning the crime scene areas are being prepared and will be forwarded to United States Attorney, Jacksonville, and United States Attorney's Office, Nashville, Tennessee, upon completion. Any additional photographs not already submitted to the Bureau will be submitted upon development.

In view of the fact that the transportation of the Hawk Commander Aircraft, N9058N, was halted as a direct result of actions by the Jacksonville Office, recovery value of \$250,000 is being claimed herein based on a copy of the current insurance statement furnished to the Oklahoma City Office of the FBI by the North American Rockwell Finance Corporation, Bethany, Oklahoma, which is in effect at this time.

No leads are being set forth in this report as they have been adequately covered in recent communications forwarded to other offices.

THIS MATTER MUST BE AFFORDED PREFERRED AND EXPEDITE ATTENTION WITH PERTINENT RESULTS OF LEADS BEING REPORTED BY TELETYPE TO BUREAU AND ORIGIN. SUBSEQUENT FD-302s SETTING FORTH COMPLETE DETAILS OF LEADS COVERED WILL BE SUBMITTED TO ORIGIN BY AIRTEL.

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COVER PAGE

STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 2 - USA, Jacksonville, Florida
2 - USA, Nashville, Tennessee

Report of: SA [REDACTED]
Date: 10/16/71

Office: JACKSONVILLE

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Field Office File #: 164-103

Bureau File #:

Title: GEORGE MALLORY GIFFE, JR.,
aka. George Mallory Giffe, Jr. (Deceased);
[REDACTED]
MRS. GEORGE M. GIFFE, JR. - VICTIM (Deceased)

Character: CRIME ABOARD AIRCRAFT - HIJACKING; CARRYING A CONCEALED
WEAPON; INTIMIDATION OF CREW MEMBERS; KIDNAPING

Synopsis: At approximately 3:55 a.m. on 10/4/71, FAA facilities, Jacksonville, Florida, advised Jacksonville Office, FBI, that an Aero Commander bearing Registration N9058N was en route from Nashville, Tennessee, to Jacksonville International Airport for refueling after diversion from original flight plan to Atlanta, Georgia, as result of hijacking. At that time information indicated passengers consisted of two men and one woman. Aircraft owned by private charter service at Nashville, Tennessee, and had been chartered by one of the men aboard. Communications from aircraft indicated request for fuel, airways, charts for Freeport, Bahamas, over-water gear and two bottles of whiskey. Agents of Jacksonville Office, FBI, alerted and sent to expected scene of arrival of aircraft at Airkaman facilities, Jacksonville International Airport. Aircraft arrived at isolated landing area, vicinity of Airkaman, and requested fuel. Contact made with aircraft's Captain by Bureau Agent in Control Tower. Request made for fuel by Captain but denied upon orders of ASAC. Pilot warned of plastic explosive device allegedly on board of aircraft in possession of passenger with gun. Aircraft again denied fuel and starter and passengers ordered to deplane upon orders of ASAC. Co-pilot [REDACTED] and white male [REDACTED] departed aircraft and upon orders of ASAC aircraft disabled by Agents' gunfire. During disabling process, ASAC shot at twice from within plane. Shots missed, fire not returned. Examination of interior of aircraft located dead bodies of two white males and one white female identified as BRENT QUINTON DOWNS, GEORGE MALLORY GIFFE, JR., and SUSAN L. GIFFE. Alleged explosive device located by ASAC and

Synopsis Continued:

removed from aircraft and found to contain only assorted papers. Crime scene search of aircraft located numerous items of personal clothing and personal papers relating to GIFFE and his wife SUSAN. [redacted] immediately arrested by ASAC and Bureau Agent upon his departure from aircraft. [redacted] during interview by Bureau Agents, alleged that he was unwilling passenger aboard aircraft although he admitted having gun given to him by subject GIFFE and that he assisted GIFFE in placing SUSAN L. GIFFE aboard aircraft at Nashville, Tennessee, although she was protesting vigorously. On 10/4/71, entire facts of this matter presented to AUSA [redacted] MDF, Jacksonville, who was at scene. AUSA [redacted] authorized filing of complaint charging [redacted] with violation of Title 18, USC, Sections 1201 and 2, Kidnaping, with recommended bond of \$100,000. On same date authorized complaint filed by SA [redacted] before U.S. Magistrate JOSEPH W. HATCHETT, MDF, Jacksonville, at which time warrant issued and executed by SA [redacted]. On same date [redacted] appeared before U.S. Marshal where court appointed attorney ordered by U.S. Marshal and [redacted] turned over to custody of U.S. Marshal in lieu of \$100,000 bond pending preliminary hearing. On 10/13/71, true bill of indictment returned by Federal Grand Jury, Jacksonville, charging [redacted] with violation of Title 18, USC, Section 2, Aiding and Abetting; Title 18, USC, Section 1201, Kidnaping; Title 49, USC, Section 1472 I, Air Piracy; Title 49, USC, Section 1472 J, Threatening Crew Members; Title 49, USC, Section 1472, Carrying a Concealed Weapon Aboard an Aircraft. On 10/14/71, [redacted] appeared before U.S. Magistrate, Jacksonville, at which time he waived reading of Federal Grand Jury indictment and his attorneys indicated intention to file motions within 30 days. [redacted] entered pleas of not guilty to each count of Federal Grand Jury indictment and motion made for reduction of bail. Motion for reduction not opposed by USA and recommendation made for \$10,000 cash or surety bond. [redacted] appeared before USDJ GERALD TJOFLAT at which time motion for reduction of bail granted with restriction of travel to be in States of Tennessee or Florida and travel between these two states. [redacted] released upon posting of cash bond by bonding company.

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Synopsis Continued:

Interview with co-pilot [redacted] determined that co-pilot and pilot DOWNS indicated thirty minutes fuel supply aboard aircraft; however, actual remaining fuel upon landing at Jacksonville was 1½ hours. Co-pilot feared that if plane allowed to leave Jacksonville all five occupants would have been killed while plane over the sea by subject GIFFE. Certified copies of FAA and FBI conversations to aircraft while in Jacksonville, Florida, control area obtained from FAA and transcriptions made. Major case fingerprints obtained from all living and deceased passengers aboard aircraft. Latent fingerprint examination located one latent impression on Browning Pistol 53784 but not identifiable with major case prints of occupants of aircraft. No criminal records located for occupants aboard aircraft. FBI Laboratory determined that bullet from skull of subject GIFFE, two bullets from body of SUSAN GIFFE, bullet on pilot's right thigh and seven cartridge cases from floor of aircraft all fired from 9 mm Walther, SN 151170S. Flakes of unburned power found in tissue of head of subject GIFFE. Reports of FAA and Homicide Division, Sheriff's Office, Jacksonville, Florida, obtained. Autopsy report of pilot DOWNS determined cause of death to be gunshot wound in back in right center of back. Autopsy report of death for subject GIFFE determined to be from cerebral lacerations with numerous fractures of skull due to gunshot wound in head. Chemical report of Florida State Board of Health indicate blood alcohol content 0.16%. Autopsy report of SUSAN L. GIFFE reflects cause of death due to hemorrhage into pericardial sac and both pleural cavities with bullet lacerations of brain, heart, lungs and pulmonary artery due to gunshot wounds of chest and head. No alcohol found in blood. Investigation re Hawk Commander, SN 6008, Registration Number N9058N, reflects vehicle purchased by Big Brother Aircraft on 6/30/69. Principal amount at time of purchase \$336,018.75. Security agreement filed 11/1/70, in amount of \$225,000 and third security agreement filed 5/15/71, in amount of \$150,000. Aircraft insured for \$250,000 by North American Rockwell Finance Corporation, Bethany, Oklahoma. On 10/15/71, fuel tanks of subject aircraft drained and remaining fuel contents determined total fuel still aboard the aircraft was 105 gallons. Weather conditions in Jacksonville area determined at U.S. National Weather Service,

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Synopsis Continued:

Jacksonville International Airport. Witnesses present at time of incident at Airkaman Terminal located and interviewed concerning their observations. FAA Supervisory and Control personnel on duty at time of incident interviewed in detail concerning their actions and observations.

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JK 164-103

A. PREDICATION

FEDERAL BUREAU OF INVESTIGATION

1Date October 5, 1971

At approximately 3:55 AM, on October 4, 1971, [redacted] Control Tower Supervisor, Federal Aviation Administration (FAA), Jacksonville International Airport (telephone number [redacted]), advised that he had just learned of a potential aircraft hijacking then in progress. He explained that he had been advised by Jacksonville Air Traffic Control that an Aero Commander bearing registration number N9058N on a flight plan from Nashville, Tennessee to Atlanta, Georgia had been diverted to Jacksonville to refuel. He said the pilot of the plane had advised Atlanta Control Center that he was being hijacked; further that the plane's passengers consisted of two men and one woman and they had a gun on board; also, the arrival time at Jacksonville International Airport was estimated to be 5:00 AM. He said the aircraft was owned by a private operator at Nashville, Tennessee and had been chartered by one of the men aboard. He said that after arrival at the airport, it would probably be directed to the AirKaman facility located east of the control tower for servicing.

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At about 4:15 AM, on October 4, 1971, [redacted] supra, telephonically advised that the estimated time of arrival of the hijacked Aero Commander at Jacksonville International Airport was now 5:15 AM. He said the pilot of the plane had requested approach and landing charts for Freeport in the Bahamas; overwater gear for eight people; also that the plane needed jet fuel and no one except the fuel attendant should get closer to the aircraft than three hundred yards. He said the pilot, as an afterthought, also asked that two bottles of Chevas Regal be made available as well.

On 10/4/71 at (Telephonically)
Jacksonville, Florida File # JK 164-103
by SA [redacted] -cdh Date dictated 10/5/71

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B. INVESTIGATION AND ACTIONS UPON
ARRIVAL OF AIRCRAFT

FEDERAL BUREAU OF INVESTIGATION

Date October 5, 1971

I

The following is an account of the activities of Assistant Special Agent in Charge [redacted] Jacksonville, Florida, on the morning of October 4, 1971:

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At approximately 4:05 a.m. I received a telephone call at home from SA [redacted] night duty Agent, to the effect that he had been informed by FAA that there was a hijacking of a private plane near Nashville, Tennessee, and that this plane was scheduled to land at Jacksonville International Airport at approximately 5:00 a.m. I issued instructions that necessary personnel be promptly notified to report to the airport. I made one additional call to the office and it was confirmed that the plane was headed for Jacksonville with a scheduled arrival at 5:15 a.m. and would be directed to the private aircraft storage area of the Jacksonville International Airport.

I drove to the airport in my personally owned automobile and arrived at the Airkaman installation, which handles private aircraft, and noted no other Bureau Agents were on the scene. My arrival was at approximately 4:50 a.m.

Shortly after 5:00 a.m. SA [redacted] drove up in a Bureau car and in contact with SA [redacted] in the airport tower, was informed the hijacked aircraft was landing and would be directed to a large surfaced storage area south and to the west of the Airkaman installation. I instructed SA [redacted] to drive to this area via the taxi strip and we parked in the southeast corner just off the macadam with our lights out, facing the hijacked aircraft as it approached. At approximately 5:15 a.m. the taxiing aircraft made a 180 degree turn to a halt, facing north, with all landing lights off with the exception of the usual navigation lights. I believe at that time the left engine was shut down by the pilot.

The Bureau office radio relayed information received from Nashville that allegedly two armed men had hijacked the plane, had dragged a woman aboard the aircraft who allegedly was the wife of one of the subjects, and that apparently one subject and this woman had had a long history of marital

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by ASAC [redacted] nme Date dictated 10/4/71

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difficulties. In communication with SA [] I instructed the pilot be informed that there was no fuel nor starter available, should he get an inquiry from the plane. About this time I determined that SAs [] were in the area and SA [] directed their Bureau car be moved to an area south of the Airkaman building where they could observe the hijacked aircraft. SA [] advised me the pilot had indicated there were explosives aboard and again requested fuel.

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At approximately 5:20 a.m. I observed an individual emerge from the rear left side of the aircraft and move away from the plane in a southerly direction. SA [] and I immediately left the Bureau car, identified ourselves to this individual who stated he was the co-pilot, later identified as [] stated that there were two armed men aboard with a woman who was occasionally hysterical and that fuel was needed to continue the flight and he stated the hijacker, who had been drinking, may force the plane to take off without refueling. [] indicated he would not reboard.

A few minutes later another individual, later identified as [] appeared near the left rear side of the aircraft, walking away in a southerly direction, and SA [] and I immediately ran to this person who had his hands up and removed from his waistband a cocked, loaded automatic pistol. [] stated he was traveling with the hijacker and I informed him that he was under arrest for air piracy. [] indicated he was not returning to the aircraft but that the hijacker was demanding fuel to continue on. [] was instructed to lie flat on the ground and was left under guard.

I returned to the Bureau car, leaving [] under guard by SA [] and gave the order to the other Bureau car that they should proceed to move their car into a position ahead of the aircraft to block possible movement along a narrow taxi strip because I intended to disable the plane. I returned to SA [] instructing him to shoot out the right rear tire, with caution as the right engine was still running. He fired shots at the tire, came back to where [] was on the ground, and covered me while I moved toward the aircraft from the right rear and in a crouched position around the front part of the aircraft shouting my identity and instructions that all occupants

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should leave this plane. As I moved under the nose of the aircraft toward the left side I heard two shots from within the plane and the shatter of the left front windshield. I paused momentarily identifying myself but moved under the left wing toward the left rear tire, which I shot at with my personally owned weapon. I saw no immediate loss of air from this tire and because of the noise from the right engine and the possibility the plane could still move away, I instructed SA [] to shoot the right engine out, which he did. Once the engine was stopped I ducked around the nose of the aircraft shouting my identity and ordering the occupants out. Approaching the aircraft I heard what appeared to be a groaning from inside the plane. Obtaining a flashlight from another Special Agent I looked into the front part of the aircraft and determined at this time the pilot was slumped over onto the right seat with a small blood stain visible on the back of his shirt. I then opened the aircraft door and determined that there was a white female in a propped up position in the left rear part of the passenger compartment and a large white male slumped on the right side of the same compartment with what appeared to be a black automatic pistol in his lap. This individual was groaning and there was slight movement so I immediately issued instructions to nearby Agents to notify the Sheriff's Office of the homicides and to call for rescue units to take care of the injured.

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Before the arrival of police and the rescue units airport security officers arrived, and I called for a fire truck since the right engine was leaking fuel. I returned to the Bureau car which had been moved up closer to the aircraft, notified the Office, and informed the co-pilot of what had happened aboard.

I determined that [] had indicated there was an explosive device aboard that needed periodic resetting. As the first policemen and rescue unit arrived, I brought [] to the aircraft and instructed him to point out this device among the debris inside the aircraft. He pointed out a grey box, approximately 12 x 4 x 2 inches; and leaving him in custody of another Agent I removed this box to an area off the landing strip, approximately 250 feet from the disabled plane. I then called the Office and instructed that the bomb disposal unit at Naval Air Station be called to handle that part of the developments.

I also called the Office for additional Agent assistance and thereafter generally supervised the FBI's continuing investigation.

FEDERAL BUREAU OF INVESTIGATION

October 6, 1971

Date

On October 4, 1971, at 4:10 a.m., SA [] received a telephone message at home from SA [] that there was an aircraft then en route to Jacksonville International Airport that had been hi-jacked at Nashville, Tennessee and to go direct to Jacksonville International Airport with SA []. No details were furnished to SA [] except that the plane was due to land at Jacksonville at 5:15 a.m.

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SA [] was picked up by SA [] at 4:30 a.m. and proceeded directly to the FAA Control Tower at Jacksonville International Airport arriving there at 5:00 a.m.

Once in the tower it was determined that Aircraft No. N9058N, a Hawk Commander Prop-Jet from Nashville, Tennessee was due to land at 5:15 a.m. and that ASAC [] was then at the terminal of Airkaman of Jacksonville, Inc. at Jacksonville International Airport alone. At that time, SA [] dropped SA [] off at the FAA Control Tower and went direct to ASAC [] location at the Airkaman terminal.

At that time, 5:09 a.m., Aircraft No. N9058N was observed on the approach to Jacksonville International Airport. ASAC [] advised that this plane was under orders to proceed south in front of Airkaman terminal to a taxi and turn-around ramp. These agents went at once to that area and parked at the southeast corner of the turn-around area on the grass.

By 5:15 a.m., the aircraft had landed and then taxied directly to the turn-around area going south. At the turn-around area the plane made a 180 degree turn then stopped and turned off the left engine.

While the plane was en route to Jacksonville, information had been received that there were two or more armed men on board the plane, which had been chartered for

On 10/4/71 at Jacksonville, Florida File # JK 164-103

SA [] -SWC Date dictated 10/6/71

a flight from Nashville, Tennessee to Atlanta, Georgia, but they had the crew at gun point and were diverting to Freeport in the Bahamas and wanted proper charts, fuel and life rafts, etc., for over-water flight.

Once the plane stopped on the ramp, it was advised that no fuel would be sent out and that no starting engine would be sent out to start the port engine.

At approximately 5:20 a.m., [redacted] the co-pilot of the aircraft, got out of the plane and approached ASAC [redacted] and SA [redacted]. He stated that the hi-jackers were two armed men accompanied by a woman and they demanded fuel, charts and over-water safety gear at once for a flight to the Bahamas. ASAC [redacted] advised him that this request was not going to be complied with and to remain away from the aircraft. He stated he had no intention of reboarding under any circumstances.

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At approximately 5:25 a.m., [redacted] was observed getting out of the plane and he too walked toward the agents with his hands in the air. He was disarmed of an automatic pistol by ASAC [redacted] and instructed to lie face down on the concrete apron, which he did at about 5:30 a.m. and held there by SA [redacted]. [redacted] said that the remaining man in the plane, GEORGE GIFFE, was armed and wanted fuel, charts and safety equipment to proceed to Freeport in the Bahamas and that GIFFE was desperate. He said he would not return to the plane and was relieved at getting off.

At approximately 5:35 a.m., a decision was made by ASAC [redacted] to disable or stop the plane.

An order was then given by [redacted] for SA [redacted] and SA [redacted] to move their car into position ahead of the aircraft to block its movement and for SA [redacted] to shoot out the right tire. After that SA [redacted] approached the plane from the rear right quarter and fired two shots from his .38 caliber service revolver into the right tire. No immediate results were apparent in that the tire did not go down at once.

Following that, ASAC [] circled counter clockwise across the front of the aircraft armed with a rifle and SA [] walked to the left rear of the plane and stopped at the tail. At this point, ASAC [] identified himself as an FBI agent and ordered those inside to get out of the aircraft. As ASAC [] was approaching the nose from the left side SA [] heard approximately three to four quick shots being fired inside the aircraft just as ASAC [] was nearing the pilot's front window. After that, ASAC [] called out his name and identity again and ordered the occupants out but got no reply. Then he retreated to the left side of the plane at the wing tip and shot into the left landing wheel.

Following that, SA [] disabled the right engine which was still in operation with two rifle shots into the forward right side of that engine.

ASAC [] and SA [] then entered the aircraft and found two dead bodies. Those dead were the pilot, BRENT DOWNS who was shot in the back through the pilot's seat. He was slumped to the right across the co-pilot's seat. In the rear of the plane resting side by side on the seat were Mr. and Mrs. GEORGE M. GIFFE, JR. Mrs. GIFFE was dead and Mr. GIFFE mortally wounded with a bullet in the head. Mr. GIFFE was seated on the right side of the aircraft and his wife was on the left side.

FEDERAL BUREAU OF INVESTIGATION

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Date October 12, 1971

The following is an account of the activities of SA [] on the morning of October 4, 1971:

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At approximately 4:05 AM, I received a telephone call at my home from SA [] at the FBI Office, Jacksonville, Florida. SA [] advised me that he had received a call from [] Watch Supervisor, Federal Aviation Administration (FAA), Jacksonville International Airport Control Tower, advising that an Aero Commander from Nashville, Tennessee, was enroute to Jacksonville, Florida and had been hijacked.

SA [] advised me that according to the information available to him at that time, a man and a woman were on board the aircraft at that time and the pilot was under the control of the male passenger who had a gun. SA [] further advised that the pilot had requested fuel upon reaching Jacksonville and had made an additional request to FAA for air maps to Freeport, Bahamas, flotation gear for eight passengers and two bottles of Chevas Regal whiskey. SA [] said that FAA indicated that the aircraft, having registration number N9058N, was estimating his landing at Jacksonville International Airport at 5:12 AM.

I instructed SA [] to immediately contact Assistant Special Agent in Charge [] and advise him of the aforementioned facts. SA [] stated that [] had already been advised and was going directly to the airport and would be at the AirKaman terminal building.

I then told SA [] that he should contact SA [] and advise him that I would pick him up at his residence. I further told SA [] that he should contact SAs [] and advise them of the facts of this matter. They were to go to the airport with either SAs [] securing a 308 rifle from the office gun vault.

At approximately 4:30 AM, I picked up SA [] at his home and went directly to the FAA Control Tower at Jacksonville International Airport, arriving there at about 4:50 AM.

On 10/4/71 at Jacksonville, Florida File # JK 164-103
JK 120-288
by SA [] -cdh Date dictated 10/8/71

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Upon arrival at the FAA Control Tower building, SA [] and I checked in with [] the FAA Watch Supervisor and determined that [] FAA, would be handling the Approach Control Radar Contact with the approaching aircraft. SA [] and I went up to the tower cab where I immediately established contact with the FBI Office by means of a 30 watt FBI transmitter maintained in the Control Tower.

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I observed ASAC [] car in the vicinity of the AirKaman terminal building and directed SA [] to join him there in the FBI vehicle, which we had brought to the airfield.

SA [] advised me by radio that SAs [] and [] had been contacted and would proceed to the airport immediately after they obtained the 308 rifle from the gun vault at the FBI Office. He further advised that SA [] had been contacted and was enroute to the airport.

At this time, I was in the Control Tower listening to the radio communication between the aircraft N9058N and the Approach Control Radar Contact who was providing landing instructions and weather conditions to the incoming aircraft. The FAA Control Tower operator at this time was []

I overheard the aircraft ask his Radar Contact if his request had been complied with and the Radar Contact advised him that Aircraft Services had been advised and they were trying to get his request completed. The Radar Contact then furnished the aircraft with the details of the Freeport weather conditions.

At approximately 4:58 AM, the aircraft asked if clearance of two or three hundred yards would be maintained around the plane. The Radar Contact advised that this information had been forwarded.

The above information was relayed to ASAC [] and SA [] by me over the FBI radio in the Control Tower and was acknowledged.

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As the aircraft advised the Radar Contact that they had the airport in sight, the Radar Contact advised the Control Tower operator over the intercom communications system that he was going to turn the aircraft's control over to him. The Control Tower operator acknowledged the Radar Contact's transmission and then the Radar Contact advised N9058N to contact the Tower on radio frequency 118.3 for taxi instructions.

The Tower operator in contact with N9058N cleared the aircraft for a straight in approach to Runway 7 and gave the aircraft the final wind conditions.

At this time SAs [redacted] contacted me on the FBI radio requesting directions to the AirKaman terminal which I gave them. Also, the Watch Supervisor [redacted] contacted the Tower operator over the intercom and told him that if the aircraft asked if his request or demand had been complied with, he was to be told that it had been forwarded to the Fixed Base Operator and that was where they were sending it.

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At 5:08 AM, the Tower operator stated that the aircraft was on the ground and the aircraft announced that it was on the ground and asked if his request had been complied with. The Tower operator did not acknowledge this transmission but directed the aircraft to taxi straight down the runway to the second intersection. This was acknowledged by the aircraft and the Tower operator further directed the aircraft to make a right turn at the intersection and to continue straight to AirKaman passing the parallel.

SAs [redacted] were in the close proximity of the airport and I gave them instructions as to how to get to the AirKaman building, further instructing them to park their vehicle behind the southern most hangar building.

The Tower operator directed the aircraft to continue straight to the end of the taxi strip and the aircraft stated that he thought that it would be best if he parked on the edge of the strip as he did not want to get close to the buildings. The Control Tower operator told the aircraft that this was his plan also and directed the aircraft to continue straight down the taxi strip to the end.

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The aircraft asked the Tower if the fuel truck was there and the Tower operator replied, "Affirmative," and told the aircraft to continue to taxi straight to the end which the aircraft acknowledged.

I observed the vehicle carrying SAs [] and [] reach the turn-off road for AirKaman and told them to turn right which they acknowledged. As they reached the area next to the southern AirKaman hangar, ASAC [] told them to hold their position.

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The aircraft was advised by the Tower operator to make a slight left turn as it passed a blue light and the pilot said he wanted to turn it around so it could head back out. The Tower operator asked 58N if he wanted to park the aircraft there for fueling and the aircraft said that it would be fine.

The aircraft asked the Tower if the area was going to be kept clear and the Tower operator replied, "That's affirmative." I observed the headlights and parking lights of SAs [] car in the vicinity of some gasoline trucks about 200 yards from the right front of the aircraft and at this time the aircraft asked the Tower about the car. The Tower operator asked me what to tell the aircraft and I told him to tell him it was an airport vehicle. The Tower operator relayed this information and the aircraft asked if the vehicle had a radio in it.

At approximately 5:15 AM, the Tower operator handed me the microphone and I contacted the aircraft stating, "This is the FBI speaking." I told the pilot to cut his engines. The pilot replied that he was the Captain and that he was going to cut his engines, but he was going to need fuel. He requested that everyone stay away from the aircraft.

I immediately contacted ASAC [] on the FBI radio and advised him that the pilot wanted fuel and for everyone to stay away from the plane. ASAC [] stated that there would be no fuel nor would a starter be provided to restart the engines.

JK 164-103

JK 120-288

5

I again contacted the aircraft and asked to be advised when he had cut his engines.

The aircraft stated that there was a man on board who had 12.5 pounds of plastic explosives and the pilot did not want to join it. The pilot said he would appreciate it if we would stay away from the airplane. I told the pilot, "Roger," and asked if his engines were cut, to which he replied, "Negative." I then told him to "Stand by."

At this time, the Tower operator contacted the Watch Supervisor on the intercom and told him that the Washington Center was on the line and he had referred the call to him. The Watch Supervisor acknowledged and told the Tower operator that if the airplane started to taxi, to give him the time. The Tower operator told the Watch Supervisor that the aircraft was on the pad and did not want to stay. He further told him that he had given the microphone to the FBI and the Watch Supervisor said to let the FBI handle it.

Upon receipt of the information about the explosives from the pilot, I advised ASAC [] and he again stated there would be no fuel for the aircraft.

b6
b7c

I again contacted the aircraft, identified myself by saying, "This is the FBI," and stated there would be no fuel. I repeated this statement and told the aircraft there would be no starter if he stopped his engines.

ASAC [] related to the units on the field and to me in the Tower that the plane had wing tanks and may take off again. He said everyone should hold their position.

The Watch Supervisor told the Tower operator over the intercom to hold everything on the ramp.

The pilot of the aircraft contacted me on the radio and stated that he did not think that the fellow on board was kidding and he wished that I would get the fuel truck out there.

I again contacted ASAC [] about the above fuel request and he said there would not be any and to "Pass it on."

JK 164-103

JK 120-288

G

I contacted the aircraft and told the pilot there would be no fuel and repeated this statement twice.

The pilot contacts me and states that I am endangering lives by doing this and they had no choice but to go along. He stated that for the sake of some lives he was requesting that the fuel be brought out.

I contacted ASAC [] advising him that the pilot again requested fuel and that we were endangering lives. ASAC [] directed that I ask where the subject was and what was going on inside the aircraft.

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b7C

I contacted the aircraft and asked the pilot for the status of his passengers. He said that they were, "OK," if that was what I meant. I asked the pilot if the passengers were monitoring the conversations and he replied that they were. I asked the pilot if he had two passengers on board, but he did not answer.

I then asked the pilot what was the fuel status aboard the aircraft and the pilot replied that he had about thirty minutes remaining.

I contacted ASAC [] and advised him about the fuel status aboard the aircraft and he instructed that I tell the pilot there would be no fuel or starter and he (the pilot) could run it out.

I contacted the aircraft and told the pilot that the decision was that there would be no fuel, no starter and he could run it out. I also stated that if the passengers were listening, their only alternative was to depart the aircraft.

At about 5:20 AM, I advised ASAC [] that I had delivered the above message to the aircraft and ASAC [] stated to all units that this situation appeared to be a waiting game and nobody was to move until he let them know. He continued that the subject was reportedly armed and that only the pilot and two passengers were known to be on the aircraft at that time.

JK 164-103

JK 120-288

7

At this time, I heard a radio transmission from one of the units advising that someone came out of the aircraft and was walking around the rear of the plane to where ASAC [] and SA [] were seated in an FBI vehicle about one hundred yards to the right rear of the plane.

b6
b7C

I contacted the aircraft and asked if someone deplaned to which the reply was, "Affirmative, the co-pilot." I then was able to see a figure walk towards ASAC [] vehicle toward the rear of the plane. I could also observe that the left engine of the plane had stopped although the right one was still turning. The Tower operator and I engaged in a general conversation concerning hijacking matters as we both observed the plane and the FBI vehicle at the rear right of the plane.

After a short period of time, ASAC [] advised me to tell the pilot that his co-pilot would not return to the aircraft. ASAC [] then told SAs [] to drive around to an area in front of the aircraft.

I contacted the aircraft and told the pilot that his co-pilot was not returning to the plane. I received no reply from the aircraft and I again tried to contact him with negative results.

Just about this time, I observed another individual come out of the aircraft and run to the right rear towards ASAC [] car. Just as he was about half-way between the plane and the car, I observed ASAC [] and SA [] intercept him and he was immediately on the ground. I did not see any gun flashes between the running man or the ASAC or [] as the man hit the ground.

I observed ASAC [] move around the right side of the aircraft and then on toward the front. He ducked as he passed the front windshield and then moved quickly away to his immediate rear and circled behind the left rear tire.

At 5:32 AM, I attempted to contact the aircraft with negative results.

JK 164-103

JK 120-288

8

I observed the FBI car in which SAs [] and [] were in, move closer to the front of the aircraft and almost immediately heard a request for an ambulance and the Homicide Squad. [] Assistant Chief, Traffic Control Tower, arrived in the Tower and he telephonically contacted the Emergency Center and requested assistance.

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b7C

I remained in the Control Tower coordinating the arrival of additional Agent personnel and directing them to the crime scene until I left the Tower to proceed to the scene itself for further assignment.

FEDERAL BUREAU OF INVESTIGATION

Date October 6, 1971

1

At approximately 4:20 AM, on this date, I received a telephone call from SA [] at the Jacksonville FBI Office, that there had been an airplane hijacking. SA [] instructed me to proceed immediately to the Jacksonville FBI Office, picking up SA [] en route. I picked up SA [] at approximately 4:35 AM, and upon arrival at the FBI Office, SA [] got out of the auto and I drove to the FBI parking lot. I parked my car and picked up a Bureau car, immediately returning to the Duval Street side of the FBI Office, where SA [] was waiting. He had picked up a .308 rifle with scope. We were both armed with revolvers.

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b7c

We proceeded to the Jacksonville International Airport and received directions from SA [] who was in the control tower, to come to a location south of the AirKaman hangar. We arrived there at approximately 5:15 AM. When we had first come into view of the control tower and while receiving directions from SA [] I saw a twin engine aircraft making a turn-around on a taxi strip. When we parked at our location, I saw another FBI car in behind and southeast of this aircraft.

We parked to the east of some gasoline trucks so that we could see the aircraft and the FBI car, which we had learned by radio was occupied by Assistant Special Agent in Charge [] and SA []

[] told us by radio to maintain our position. I could hear radio communications between [] and SA [] in the control tower, and SA [] said he had radio contact with the pilot of the aircraft. [] told SA [] to advise the aircraft pilot that no gasoline or starter was available. SA [] was trying to observe the aircraft with the scope of the rifle but was not successful and we decided to move to the west side of the gasoline trucks, which we did and which was about 30 yards closer. At this second position, we were approximately 200 yards from the aircraft.

On 10-4-71 at Jacksonville, Florida File # JK 164-103

by SA [] :cam/edh/kgm Date dictated 10-6-71

SA [] got out of the car with the rifle and walked a few feet toward the aircraft. About this time, approximately 5:20 AM, I saw the lights from SA [] car come on and then saw a man walking fast or half running from the rear of the aircraft, approaching SA [] car. I then heard radio communications from [] to SA [] that the co-pilot was with him and that he was not going to get back on the aircraft.

SA [] then came running back to my car and while getting in, said, "I heard shots, let's go." I did not hear any shots. My auto was running and my window was partially closed at the time SA [] was running back to my car. Almost at the same time that SA [] was getting into my car, [] advised me on the radio to block the front of the aircraft. I drove to a point about 50 feet in front of the aircraft, facing the aircraft head on, put the gear in park, set the emergency brake and turned off the automobile engine.

SA [] had jumped out of the right side of the car with the rifle and was approaching the aircraft in a semi-circle route on the port side of the aircraft. I got out of the Bureau car and approached the aircraft in a semi-circle from the starboard side of the aircraft. I could see a man sitting in the port side pilot's seat of the aircraft; however, he appeared motionless and it occurred to me that he was not alert or moving his head as a person normally might be doing under these circumstances.

After I had gone 30 or 40 feet, I could see SA [] was on the port side of the aircraft and I could see a man, later identified as [] lying on the ground approximately 50 feet to the rear of the aircraft and I saw SA [] standing guard over this man.

I saw [] approaching the nose of the aircraft from the starboard side. He had a rifle and he looked into the starboard cockpit, then ducked down under the nose and looked in the port side of the cockpit. At this point, I saw [] duck down and I heard two shots. I did not see any gun flashing, the shots were muffled, and I believed the shots were from inside the aircraft. Within a few seconds I heard additional noises which could have been shots, but I am not positive. These noises were not as loud as the other two. I then saw [] go to the port side of the aircraft and with his revolver shoot three or four times into the tire. SA [] was assisting [] by covering him with the rifle.

I saw [] come from around the rear of the aircraft and SA [] come in front of it. Due to the engine noise, I could not hear what they were saying but I could see that they were talking to each other and then SA [] shot two times into the starboard engine and the engine stopped running. [] and SA [] then moved around to the door of the aircraft on the port side and one of them requested some light, saying he could not see. I immediately went back to the Bureau car and moved it to a position about 30 feet from the aircraft on the port side with the headlights shining directly on the door of the aircraft. [] then opened the door, requested SA [] to give him a flashlight, he looked inside the aircraft, backed out and said that the three people in the aircraft had been shot, that one of them might be alive. He asked for an ambulance to be sent and I immediately called the FBI Office by radio and told the FBI Office to send an ambulance to our position, that two of the people on the plane were dead and one might be alive. I noted this was at 5:45 AM. The FBI Office acknowledged my message and said that a rescue unit would be on the way.

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Shortly thereafter I relieved SA [] who was guarding []. He was then lying on the paved runway, face down, and I had only been guarding him for two or three minutes when SA [] came and instructed [] to return to the airplane with him and point out any explosives. [] replied to this order that the man in the rear of the aircraft said he had an explosive with a timing device on it in a gray metal box. SA [] took [] to the aircraft with him. Thereafter, I saw ASAC [] pick up a gray metal box and run with it to the south end of the taxi strip. I radioed the Jacksonville FBI Office to notify the Bomb Disposal Unit and this message was acknowledged.

About this time, officers from the Sheriff's Office began arriving from the Sheriff's Office and shortly thereafter the Rescue Unit arrived. It took the Rescue Unit approximately ten minutes to take the first man out of the aircraft.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 5, 1971

The following is an account of the activities of SA [] on the morning of October 4, 1971:

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I received a telephone call at my home at approximately 4:20 AM to 4:25 AM from the FBI Office, Jacksonville, Florida that there was an aircraft hijacking and that SA [] would pick me up. I was picked up by SA [] approximately ten minutes later and we proceeded to the FBI Office. SA [] let me out in front of the office and he proceeded to the FBI parking lot to pick up a Bureau vehicle.

I proceeded to our office where SA [] stated there was a hijacking and ASAC [] was at the airport. I obtained a 308 rifle with scope and gun case from the gun vault and hurried downstairs. SA [] picked me up in the Bureau automobile and we proceeded to the Jacksonville International Airport, arriving there between approximately 5:10 AM and 5:15 AM. We were directed by SA [] by radio from the airport control tower to take up a location immediately south of the south most hangar of Airkaman.

As SA [] and I approached this location, I observed an aircraft taxiing south on a taxi strip or runway in front of Airkaman Hangars. It was determined later this was general aviation strip number one.

SA [] parked the Bureau vehicle behind some gasoline trucks parked on the south most portion of the ramp in front of the south most hangar. At this time, I observed an aircraft parked on the south part of the taxi strip and a Bureau vehicle located southeast of the parked aircraft. ASAC [] told us by radio to maintain our present position in the Bureau automobile.

[] was in radio communication with SA [] in the radio tower and SA [] related they wanted gasoline for the aircraft. [] issued instructions that no gasoline or starter was available. I obtained the

On 10/4/71 at Jacksonville, Florida File # JK 164-103
by SA [] :cdh Date dictated 10/5/71

rifle from the gun case and attempted to obtain, through the scope of the rifle, a better view of the aircraft, which was approximately 250 to 300 yards away. I had difficulty seeing through the scope in the automobile and we decided to move to a position west of the gasoline trucks for a better view of the area. Immediately after moving to this position, I got out of the Bureau automobile walking a few feet in the direction of the aircraft and looked through the scope toward the aircraft. I observed a large man at the rear of the aircraft walking toward [] vehicle. I continued to keep the aircraft under observation by looking through the scope of the rifle.

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I heard [] voice over the radio in SA [] Bureau car issuing instructions to block the aircraft in front with the Bureau car and I then started toward the Bureau car. Before I reached the Bureau car, I heard two muffled shots. I jumped in the Bureau car and I told SA [] "Let's go. I heard shots." SA [] drove to a position of approximately 50 to 60 feet in front of the aircraft. As we approached the aircraft in the Bureau automobile, I observed a man lying on the ground at a position approximately 75 feet southeast of the aircraft. SA [] was near the man and ASAC [] was approaching the aircraft from this same direction. I assumed at this point that there had been gun play and the person lying on the ground had been shot. The left engine of the aircraft was not running but the right engine was running.

I jumped from the Bureau vehicle with the rifle and took a position approximately 25 feet to the left of the aircraft. I could see a man sitting in the left front of the aircraft wearing a head set and he was almost motionless except for a slight turning of his head to the left.

ASAC [] who was carrying a rifle, moved in a crouched position from the right side of the aircraft around the front of the aircraft toward the door on the left side of the aircraft. As ASAC [] was moving past the front of the aircraft, I heard two shots from within the aircraft.

I was attempting to cover [] as he walked around the aircraft, however, I could not see anyone in the aircraft other than the man in the pilot's seat, as it was determined later that the curtains were drawn over the small and larger windows on the left side of the aircraft.

I observed the man in the front seat of the aircraft slump over and I heard additional shots as [] was walking past the door of the aircraft. [] shot the tire on the left side of the aircraft with a revolver and moved around to the right side of the aircraft. I moved around the front of the aircraft in a crouched position to the right side of the aircraft and asked [] if I should attempt to shoot out the right engine. The engine was making a lot of noise and it was very difficult to speak and it was very difficult to hear. [] confirmed to shoot out the engine and two shots were fired with the 308 rifle into the forward section of the right engine and it stopped running.

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[] and I walked from the right side of the aircraft around the front of the aircraft to the door on the left side of the aircraft. I again attempted to cover [] as he approached the door of the aircraft because it was not known whether the individual who had fired shots from within the aircraft was still armed.

[] opened the door on the left side of the aircraft but he could not see into the aircraft because of darkness. We shouted to SA [] that we needed light and he moved the Bureau car from in front of the aircraft to the left side of the aircraft with the lights directed toward the left side of the aircraft. [] still could not see into the aircraft and I obtained a flashlight from the Bureau automobile and [] and I again approached the door of the aircraft. I could hear heavy gurgled type breathing and [] by use of the flashlight, looked into the aircraft and stated a man and woman in the rear of the aircraft and the pilot had been shot.

[] immediately issued instructions to obtain an ambulance.

I eventually walked behind the aircraft to the location where the unknown man was lying on the ground and being guarded by SA [] I directed the individual to assume a prone position on the ground and I used his belt to secure his hands. I directed the individual to assume a kneeling position and he was given a preliminary search for weapons. A fingernail clipper and keys were removed from his right front pocket and given to SA []

The Emergency Rescue Unit arrived and they announced that the woman in the left rear seat and the man in the front seat or pilot's compartment were dead. They announced that the man in the right rear seat was still alive. As efforts were being made to remove the injured man from the aircraft, I approached the unknown individual who was now being guarded by SA [] and I asked him where the explosives were on the aircraft. He stated that the man in the rear of the aircraft had said there was an explosive and a timing device in a small box and the timing device had to be reset occasionally. This individual was directed to the aircraft to point out the box which [] grabbed and ran to a safe distance from the aircraft.

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[] returned to the aircraft and directed that an EOD Unit be contacted to check out the possible explosive device.

The injured man was removed from the right rear of the aircraft and placed in a rescue unit vehicle. It was later announced that the man was determined to be dead on arrival at the hospital.

The aircraft was kept under observation and eventually searched by Officers [] and [] of the Homicide Detail, Office of the Sheriff, Jacksonville, Florida and SAs [] and []

The bodies of the pilot and woman passenger were removed from the aircraft by Key McCabe Funeral Home.

A detail led by Lieutenant [] Explosive Ordnance Demolition Team, United States Naval Air Station, Jacksonville, Florida, arrived in the area at approximately 9:15 AM and determined there was no explosive in the previously mentioned box. They completed their examination at approximately 9:45 AM.

It was determined that it was necessary to replace the tires on the aircraft before it could be towed from the taxi strip.

[redacted] Service Manager, Airkaman of Jacksonville, Incorporated, removed the right wheel from the aircraft and took it to the hangar to replace the tire.

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[redacted] removed one projectile from this tire. He replaced the right wheel and tire and then removed the left wheel and tire. He removed two projectiles from this tire, explaining that the flattened projectile had penetrated the tire and lodged against the rim and the other projectile had penetrated the outer portion of the tire and tube and penetrated the inner portion of the tube, being lodged between the inner portion of the tube and tire.

[redacted] completed changing the tires on the aircraft at approximately 12:53 PM and the aircraft was towed to the parking ramp in front of the north most hangar of Airkaman.

At approximately 11:45 AM, [redacted] Big Brothers Aircraft, Metropolitan Airport, Nashville, Tennessee, arrived at the aircraft. [redacted] made photographs of the aircraft and departed the area at approximately twelve noon.

At approximately 12:59 PM, with the assistance of [redacted] Service Manager, Airkaman, a detailed search was made of the passenger area and luggage compartment of the aircraft. No material was removed from the aircraft and the search was completed at approximately 2:25 PM.

It was telephonically determined from [redacted] that Assistant United States Attorney [redacted] authorized the release of the aircraft and at approximately 3:03 PM, the key to the aircraft was given to [redacted] Airkaman of Jacksonville, Incorporated, Jacksonville International Airport, Jacksonville, Florida.

JK 164-103

C. CRIME SCENE AREA

FEDERAL BUREAU OF INVESTIGATION

October 13, 1971

Date

1

On October 4, 1971, Assistant Special Agent in Charge (ASAC) [redacted] located the following item on the floor of aircraft number N9058N immediately upon entering this aircraft and removed it, placing it on the ramp or taxi strip just outside the plane:

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- 1) One partially filled seltzer-water bottle with maroon colored body and black top. When tested this bottle was found to contain what appears to be seltzer-water under pressure.

On 10/4/71 at Jacksonville, Fla. File # JK 164-103
by ASAC [redacted] -ppb Date dictated 10/7/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/6/71

Attached hereto is a drawing, prepared by SA [] which depicts the location of evidence recovered during a crime scene investigation on October 4, 1971, at the Jacksonville, Florida International Airport.

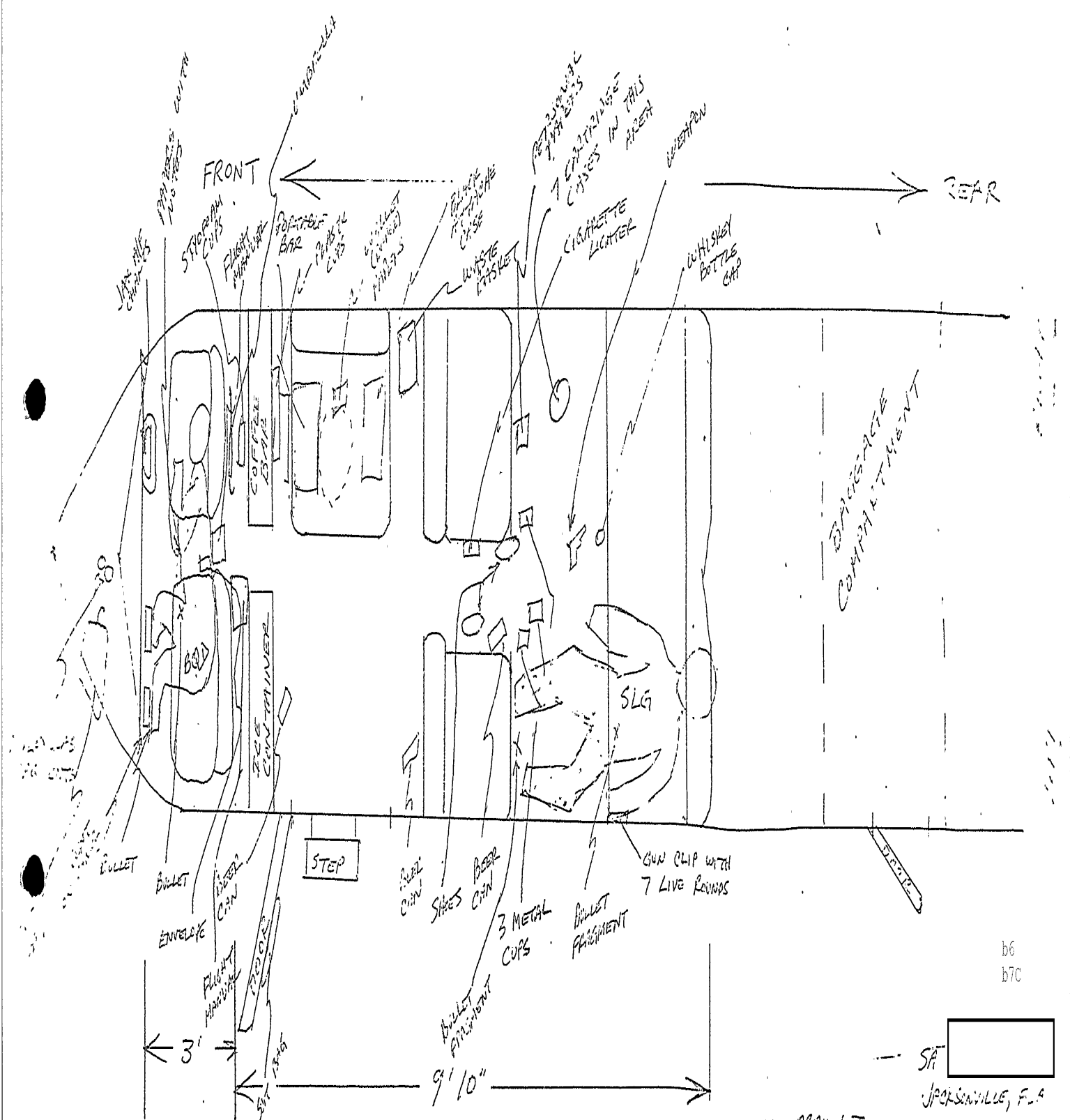
b6
b7C

Measurements are approximate, and the drawing is not to scale.

The drawing was made before and after the deceased were removed from the aircraft, and it should be noted that the body of George M. Giffe, Jr. was removed prior to the arrival of SA []

On 10/4/71 at JACKSONVILLE, FLORIDA File # 164-103

by SA [] Date dictated 10/6/71



b6
b7C

NOT DRAWN TO
SCALE.

SA []
JACKSONVILLE, FLA
10-4-71

JK 164-107

FEDERAL BUREAU OF INVESTIGATION

Date October 6, 1971

1

The following inventory represents contents of billfold belonging to [redacted] removed incident^{al} to his arrest at the Jacksonville International Airport:

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(1) One hundred dollar bill, Federal Reserve Note F01041556A, series 1969, bearing numeral number 6

The following credit cards:

Supercard number [redacted] in name of [redacted]

Sinclair number [redacted] in name of [redacted]

Braniff Fast Charge number [redacted] in name of [redacted]

University of Tennessee Student Identification card 1969 - 1970

University of Tennessee Student Identification card 1970 - 1971

Social Security Card number [redacted] in name of [redacted]

Armed Forces Identification card number [redacted] issued May 16, 1961

Library card number [redacted] issued to [redacted] Camelot on the Parkway, number [redacted] for Public, Nashville and Davidson County

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :vyb Date dictated 10/6/71

U. S. Navy Identification card for
[redacted] number [redacted]
certifying active duty May 24, 1957
through May 19, 1961

b6
b7C

Tennessee operator's license number
[redacted] issued to [redacted]
[redacted]
expires November 23, 1972, height
6'2", 238 pounds, eyes brown, hair
brown, white male, date of birth
[redacted] issued October
25, 1970

Selective Service Classification
card number [redacted] in the name
of [redacted] dated July
12, 1961, from Tennessee Local Board
number 90, Gallatin, Tennessee

State of Tennessee Owner's Identi-
fication for 1963 Roadster, register
number [redacted]

Warning "allergic to penicillin"
from [redacted] Medical Doctor,
Donelson, Tennessee

Check payable to Davis Sales and
Services for \$400.00, signed by [redacted]
[redacted] dated August 16, 1971

Voter's registration certificate

The following business cards:

International Comadore, 404
Beale Street, Memphis, Tennessee

Hulse Distributing, Inc., Post
Office Box 8803, Nashville

County Squire Apartments, 108
Thompson Lane, Nashville

The Jay Paul Four

(2) A & C Distributing Company
Incorporated, 1045 Visco Drive,
Nashville

Pink Clam, 8219 West Highway
Number 98, Panama City, Florida

(4) Beer Distributing Company,
92 Cherokee, Nashville, Tennessee

BOB WHITE Enterprises, 95
White Bridge Road, Nashville,
Tennessee

HERSCHEL KATZMAN, Third National
Bank Building, Nashville

(4) Red Cross blood donation cards

State Farm Identification card for
Policy Number [REDACTED]
for 1965 two-door Ford, vehicle
identification number [REDACTED]

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b7C

Order blank for Falstaff Promotion
Center

Receipt for policies dated March 25,
1971, for Life and Casualty Insurance
Company of Tennessee

Blank check in the name of [REDACTED]
[REDACTED] from Commerce
Union Bank, Nashville, Tennessee

Receipt number C-06466 from Nashville
Electric Supply Company, 330 19th
Avenue

Coin advertisement

Blank check number 577 in the name
of [redacted]
from Commerce Union Bank, Nashville

b6
b7C

(3) Photographs of [redacted]
[redacted]

The following telephone numbers
reported by [redacted] to be of Magnavox
Work Crew, former employees of
[redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted] Resident)

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted]
Telephone number [redacted]

[redacted] Resident)

JN 164-103

5

[redacted]

Telephone number

[redacted]

[redacted]

Resident)

[redacted]

Telephone number

[redacted]

[redacted]

Telephone number

[redacted]

[redacted]

Resident)

[redacted]

Telephone number

[redacted]

[redacted]

Telephone number

[redacted]

[redacted]

Telephone number

[redacted]

[redacted]

[redacted] advised letters following
telephone numbers represent a code to determine work
crew to be contacted while he was working for the
MagnaVox Company.

Billfold, including all contents herein
listed, returned to [redacted] on October 4, 1971.

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FEDERAL BUREAU OF INVESTIGATION

Date October 6, 1971

I

At approximately 7:50 A.M., Special Agent [] in the company of Special Agent [] and Special Agent [] arrived at the Jacksonville International Airport and went directly to an aircraft parked on the ramp adjacent to Air Kman. Special Agents [] proceeded to within 50 yards of the aircraft where the Bureau car was parked. Numerous firemen, policemen and news reporters were standing in the vicinity of the aircraft. This aircraft was a twin engine, turbo-prop, brown and white Hawk Commander bearing registration N9058N. Special Agent [] requested Special Agents [] to take positions in order to provide security in the area surrounding the aircraft.

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b7C

Special Agent [] proceeded to the aircraft and observed a deceased white female in the rear seat and a deceased white male in the pilot seat of the aircraft and stationed himself in the aircraft entrance in order to preserve the crime scene.

Special Agents [] along with Investigator [] conducted an initial crime scene search in order to obtain obvious evidence such as weapons and ammunition prior to the removal of the body from the aircraft. After this was accomplished the bodies were removed from the aircraft by Investigators [] of the Homicide Detail, Office of the Sheriff, Jacksonville, Florida, and placed on stretchers at the exit of the aircraft belonging to Key-McCabe Funeral Home employees.

A detailed crime search was then conducted by Special Agents [] and Investigator [] in order to collect and preserve evidence within the aircraft and on the outside of the aircraft. The evidence was collected by Special Agent [] and Investigator [] and immediately handed to Special Agent [] for tagging and logging, indicating the object and exact location found.

On 10/4/71 at Jacksonville, Florida File # JK 164-103
by SA [] :vyb Date dictated 10/6/71

FEDERAL BUREAU OF INVESTIGATION

10/15/71

Date

1

Set forth below is an inventory of items taken from the cabin of a Hawk Commander, Number N-9058-N, Aircraft:

A. The following assorted personal papers were found lying on the floor of the aircraft on October 4, 1971, at the foot of the seat on the right side facing the rear of the aircraft:

1. Two business cards in the name of [redacted] Law Offices of [redacted] Washington, D. C. 20036, [redacted]
2. One check drawn on the account of [redacted] [redacted] paid to the order of [redacted] home, [redacted] office, on the First American National Bank, Madison Branch, Nashville, Tenn., check code [redacted]
3. One customer's parking receipt, Lot 834, dated 9-25-71, amount \$1.00, by HBS.
4. One statement for gas, \$6.00, dated 9-30-71, signed by [redacted]
5. One plastic coated card, No. 3377, certifying GEORGE M. GIFFE, JR. is a member in good standing International Association of Investigators & Special Police, Inc., signed by [redacted] President, with photograph of GIFFE on the rear.
6. One deposit ticket, No. 9986, in the name of Mrs. SUSAN GIFFE, phone 256-6322, Georgetown Apartments, 9-C, 5025 Hillshero Road, Nashville, Tenn. 37215, account code 333 954 9.
7. One identification card certifying that GEORGE M. GIFFE, JR., is a representative of Global-V-Reality,

On 10/4/71 at Jacksonville, Florida File # JX 164-103

by SAs [redacted] JOL: [redacted] Date dictated 10/8/71

License No. 2843, dated Jan. 15, 1971, signed by [redacted] Executive Secretary.

8. One Western Union telegraphic money order receipt, MOD 433 10 091, for \$12,000, payable to Continental Research Consultants, Bavaria, J-11, 4501 Packard Dr., Nashville, Tenn. 37211, with message and signed by [redacted] with handwritten names, addresses and phone numbers on the back.
9. One receipt for certified mail dated Jan. 21, 1971, USPO, Nashville, sent to [redacted] (illegible), [redacted] (illegible) [redacted] PD form 3800.
10. One box rent receipt dated Jan. 29, 1971, USPO, Antioch, Tn., No. 231, for box No. 145, patron - GEORGE M. GIFFE, JR., PD form 1538, \$1.35.
11. One box rent receipt dated Apr. 1, 1971, USPO, Antioch, Tn., No. 298, for box No. 145, patron - GEORGE GIFFE, PD form 1538, \$1.35.
12. One Certificate of Registration, State of Tennessee, Title No. 14504545, Mfr.'s Identification No. B 7137319, License No. AC 9780, to GEORGE M. GIFFE, JR., dated 1-30-70.
13. Unmailed letter addressed to "Big Brother Aircraft, Inc., Metro Airport, Box 3527, Nashville, Tenn. 37217, return address P.O. Box 3527, Airport Station, Nashville, Tenn. Letter contains Flight Plan dated 10/4/71, Flight #1002 for Aircraft #9058 N. This envelope found on floor of aircraft between pilot and co-pilot's seats.
14. Zippo cigarette lighter bearing words on side "The Bank of N.T., Butterfield & Son Ltd., Bermuda." This item was found on floor of aircraft under rear facing right seat.
15. One JEPCO Avigation Chart "United States Low Altitude Enroute Chart for area US (LO) 31 and US (LO) 32." (Area bounded by Miami, Fla., on South, Savannah, Ga., on North and New Orleans on West.) This chart found on aircraft floor between pilot and co-pilot's seats.

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16. Flight Manual of Aircraft #N-9058-N. Last entry date was 9/30/71. This manual was found aboard aircraft between pilot and co-pilot's seats on floor.
17. One black silk man's umbrella. This item found behind co-pilot's seat.
18. One blue Valure long sleeve man's sweater with trimmed zipper front. Found inside door.
19. One blood stained green hardback covered Flight Plan Manual of Aircraft #9058-N with flight plan written out for 10/4/71, Flight #1002, by "B. DOWNS" for trip on that date. This item found on floor behind pilot's seat.
20. One red Valure long sleeve man's sweater with zipper front. Found inside plane door.
21. One pair of black leather men's ankle height boots, lace type. Found on floor between rear facing seats.

B. The following assorted papers were found on October 4, 1971, on a seat in the aircraft. This seat is also used as a toilet.

22. One Valentine Card with handwritten message signed "SUSAN."
23. One business card from "Ecology Sales Co.. Authorized Kerby Dist., [redacted] Phone [redacted] Res. [redacted]"
[redacted]
24. One yellow carbon receipt from Big Brother Aircraft, Inc., dated 10/3/71, in the name of GEORGE GIFFE, paid in full, \$417.00, received by [redacted] E 6390.
25. One pink carbon receipt from Big Brother Aircraft, Inc., dated 10/3/71, in the name of GEORGE GIFFE, paid in full, \$417.00, received by [redacted] E 6390.

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26. One Shell Oil Company Credit Card purchase slip for 17 and three-tenths gallons of gasoline for \$7.25 to Credit Card Number 092 771, Invoice Number 065 045, from the Cracker Barrell, I 24, Manchester, TN, 44187000029.
27. One deposit ticket for the First American National Bank, Nashville, Tennessee, 3988, made out in the name of Mrs. SUSAN GIFFE, phone 256-6322, Georgetown Apartments, 9-C, 5025 Hillsboro Road, Nashville, Tennessee 37215.
28. One check dated July 2, 1971, to the order of cash, \$50.00, signed G. GIFFE, JR., on the account of Continental Research Consultants, Bavaria Apts., Suite J-11, 4501 Packard Drive, Nashville, Tennessee, check number 200, of the Commerce Union Bank, Green Hills Office, Nashville, Tennessee.
29. One check dated Feb. 20, 1971, to the order of Mrs. GEO. M. GIFFE, JR., \$250.00, signed G. M. GIFFE, JR., on the account of Continental Research Consultants, Bavaria Apts., Suite J-11, 4501 Packard Drive, Nashville, Tennessee, check number 112, of the Commerce Union Bank, Green Hills Office, Nashville, Tennessee.
30. One sales receipt dated 3 Oct. 71, cash total \$2.47, number 4418.
31. One cardboard card, 3 x 5 inches, telephone number 242-3631 written on one side, the other side bearing postal authorities directions for use of rented post office box, bearing number 37013.
32. One receipt from Cumberland County General Sessions Court, No. 5898, Crossville, Tenn., dated Feb. 15, 1971, received of GEORGE M. GIFFE, JR., \$21.25, Case No. 6629, Docket 49, page 110-2, Speeding.

C. The following was found on a seat in the aircraft between two black brief cases. This seat is also a toilet. This item was located on October 4, 1971.

33. One black leather case, approximately 3 x 5 inches, containing a gold colored badge with the notation

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"Metropolitan Special Police, 40, Metropolitan Government of Nashville and Davidson County. The black leather case also contained a piece of lined paper with the following: [redacted]

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[redacted] an illegible name, [redacted]

The black leather case also contained a 3 x 3 inch piece of paper with the following notations:

- a. [redacted]
- b. [redacted] illegible
- c. name, [redacted]
- d. [redacted]

D. The following flight information was found clipped to the co-pilot's yoke on October 4, 1971:

- 34. Five Jeppesen Approach Charts for Jacksonville, Fla., numbered 11-1, 11-2, 18-1, 23-1, 28-1.

E. The following item was found on the jump seat of the aircraft on October 4, 1971:

- 35. One black case, approximately 13 x 13 x 6 inches, bearing initials CMG, containing bar equipment, including two swizzle sticks, a chrome colored can opener/bottle opener, chrome colored stirring spoon, two chrome colored cups, one bottle of Chevas Regal, fifth size.

It should be noted that the above was assembled and prepared by SA [redacted] SA [redacted] and Detective [redacted] Homicide Division, Duval County Sheriff's Office, Jacksonville, Florida.

FEDERAL BUREAU OF INVESTIGATION

Date October 8, 1971

1

On October 4, 1971, the following items were found inside a Hawk Commander aircraft, registration N9058N, serial number 6008, located at the Jacksonville International Airport, Jacksonville, Florida:

Items listed below were retrieved by Special Agent [redacted] Federal Bureau of Investigation, Jacksonville, Florida, and [redacted] Investigator, Homicide Detail, Office of the Sheriff, Jacksonville, Florida, and immediately tagged and noted by Special Agent [redacted] Federal Bureau of Investigation, Jacksonville, Florida.

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<u>ITEM</u>	<u>LOCATION FOUND</u>
Walther Model PPK/S nine millimeter automatic pistol 151170	Aircraft floor near right side of deceased female in front of right seat
Seven brass cartridge cases, .380 caliber	Scattered on aircraft floor in front of rear seat in area behind seat on right side of aircraft which faces to the rear
Loaded magazine clip containing seven live rounds of .380 ammunition	On floor between left side of rear seat and left bulkhead of the aircraft
A wallet containing Metropolitan Police Special Officer badge and numerous personal papers containing name of GEORGE M. GIFFE	Lying on seat facing door between two black attache cases

On 10/4/71 at Jacksonville, Florida File # JK 164-103

SAs [redacted]
by Investigator [redacted] Date dictated 10/6/71

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One portable bar containing
empty whiskey bottle and
small metal cups

Black attache case having
combination lock

Flight manual

Three empty Hamm's beer
cans

A container of numerous
plastic disposable
drinking cups

A container of numerous
styrofoam drinking cups

One black umbrella

One envelope addressed to
Post Office Box 3527
Airport Station, Nashville,
Tennessee

One cigarette lighter

Three metal cups

On right side of
aircraft on seat facing
door

On seat on right side
of aircraft facing
door

On floor between
pilot seat and copilot
seat

On floor of aircraft
in passenger area

Between rear of copilot
seat and seat on right
side of aircraft facing
door

Between rear of copilot
seat and seat on right
side of aircraft
facing door

On floor behind copilot
seat

On aircraft floor
between pilot seat and
copilot seat

Under seat on right side
of aircraft which faces
to the rear of aircraft

Floor of aircraft
near rear seat and
passenger area

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3

Whiskey bottle cap

On aircraft floor
in center front of rear
seat

Sheets of paper with
handwritten notations

On aircraft floor
between pilot and
copilot seat

Airport charts of Jacksonville
International Airport

Clipped to copilot yoke

Bullet fragment

On rear seat underneath
deceased female

Bullet fragment

On aircraft floor
between left side of
rear seat and seat on
left side which faces
rear

Copper coated bullet

Lying on deceased pilot's
right thigh

Deformed copper coated
bullet

On aircraft floor below
left rudder pedal in
front of pilot seat

Two circular plexiglass
fragments

Lying at base of wind-
shield near windshield
wiper base on outside
of aircraft

One pair of shoes

On aircraft floor in
front of rear seat and
passenger area

One suit bag containing
clothing

Lying on nose of
aircraft in front of
windshield

One suit bag containing
clothing

Hanging on inside of
aircraft door while
open

FEDERAL BUREAU OF INVESTIGATION

Date October 6, 19711

While conducting a crime scene search of the aircraft described as a Hawk Commander, registration N9058N, serial number 6008, a brown leather purse was taken from the aircraft floor adjacent to the body of a deceased white female and placed in the locked trunk compartment of the Bureau automobile by Special Agent [redacted]

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A wallet was taken from the rear pocket of the deceased pilot by Investigator [redacted] and handed to Special Agent [redacted] who placed the wallet in the trunk compartment of the Bureau car which was immediately locked.

Approximately ten minutes after placing the handbag and wallet in the trunk of the Bureau car, both the wallet and handbag were handed to Special Agent [redacted] by Special Agent [redacted] in order that Special Agent [redacted] could use identification therein as required by the Jacksonville Morgue for the purpose of identifying the deceased individuals located inside the aircraft.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :vyb Date dictated 10/6/71

FEDERAL BUREAU OF INVESTIGATION

1

Date October 14, 1971

A brown zipper type lady's purse was removed from an aircraft bearing number N9058N at the AirKaman landing area, Jacksonville International Airport. This lady's purse contained the following items:

Located within the main zipper portion of the purse:

1. One pair of brown, plastic sunglasses with left lens missing (missing lens located in purse also).
2. Small sheets of tissue paper named "Beauty Blotters" indicating a beauty consultant

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3. One crumpled pack of Burry's Euphrates Bread Wafers.
4. One green with black bristles hairbrush.
5. Four ball point pens (3 with the notation Roger Miller's King of the Road Motor Inn, 211 North First Street, Nashville, Tennessee, (615) 254-1551.
6. One broken emery board.
7. One small plastic bottle containing three whole white tablets; one piece of a white tablet and numerous bits of white tablets. Bottle contained label Analgesic Bufferin.
8. One partial pack of Winston Filter Cigarettes containing six cigarettes.
9. One brown plastic powder compact, brand name Honey Glow.

On 10/4/71 at Jacksonville, Florida File # JK 164-103
by SA :cdh Date dictated 10/8/71

10. One blue plastic checkbook cover containing the name Mrs. SUSAN GIFFE, JR. Contained within the checkbook cover was a checkbook and deposit record for Mrs. SUSAN GIFFE, JR., Bavaria Apartment J-11, 4501 Packard Drive, Nashville, Tennessee, 37211. Notation made on deposit record indicates Account Number 333-954-9. Last deposit noted on deposit record September 28, 1971, \$250.00. Also contained in this checkbook unused checks from the First American National Bank, Nashville, Tennessee, numbers 169 through 175. The record indicating checks written reflects the last two checks written were September 29, 1971, for Cash, \$20.00; September 29, 1971, Sears, \$6.64, leaving a balance of \$216.87.

Located within the inside flap of the blue plastic checkbook cover were items of paper as follows:

- (a) Napkin from Heidelberg Light Pilsener with writing contained on the back of "Grinder underground Atlanta;" Leon Fowler; figures written totaling 7.00;
- (b) Guest check number 3209 with the writing "Received \$9.00 LEL Morecco Lounge 7/8/71 CA. Ireland";
- (c) White sheet of paper stamped Atlanta Marriott Motor Hotel containing number 311525 with writing contained thereon "received from Mr. Giffe \$100.00 on account July 8, 1971 ";b6
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- (d) One gasoline receipt dated July 16, 1971 under number 5551465 indicating a cash sale in the amount of \$9.10. This is a Gulf receipt containing an address of 1093 Peachtree, Atlanta, Georgia;
- (e) A portion of a bill from Graces, Incorporated, dated July 10, 1971, indicating a previous balance of \$34.74 with finance charge of

\$.51 indicating a new balance of \$35.25 and written on the face of the bill in red ink is the word "Please";

- (f) A portion of a cash register tape for 7-11 Food Stores Number 1223-29, dated July 18, 1971, for a total sale of \$1.95;
- (g) A portion of a cash register tape dated July 16, 1971, number 387, indicating a total sale of \$1.24; on the back of this tape written in black lettering was the word "Code Atlanta, Georgia";
- (h) A cash receipt from Gulf Oil Company, dated July 15, 1971 under number 9175391, indicating a cash sale of \$4.00. The address contained thereon was I-24 and Highway 41, Manchester, Tennessee;
- (i) A portion of a cash register tape dated July 13, 1971, number 0001236, Register Number 5185, with a total sale of \$4.62;
- (j) A portion of a sales receipt number 605969, dated July 18, 1971, server CAROL, indicating it was paid for a total amount of \$6.17.

11. An olive green snap type cosmetic purse containing:

- (a) A white snap shut pill case containing 21 white pills numbered 401. A prescription receipt taped in the lid of the pill case indicated Prescription Number 21192 and Prescription Number 28474, from [redacted] [redacted] for Mrs. GIFFE, dated September 28, 1971. The prescription, under number 21192, was filled at a Super X Drug Store, 3401 Gallatin Pike, Nashville, Tennessee, telephone number 227-6880. Prescription number 28474 was filled at a Super X Drug Store, located at 3810 Nolensville Road, Nashville, Tennessee, telephone number 834-2110;

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- (b) One small round plastic case indicating it contains Yardley's Pot O' Gloss tinted lip gloss, bronze;
- (c) One tube containing lipstick and three tubes of eye shadow;
- (d) One Gem 550 fingernail clipper;
- (e) One Trim tweezers;
- (f) One white plastic case containing a small brush;
- (g) Three United States Postage Stamps, two 1¢ and one 4¢;
- (h) Two TV trading stamps;
- (i) The portion of two theater tickets, number 156409 and 156410 from the Belcourt Cinema, Nashville, Tennessee;
- (j) Three 1¢ pieces, United States currency;

12. A red lady's wallet containing:

- (a) Two photographs of white females (one of SUSAN GIFFE). Photographs of two infants. Photographs of three white males;
- (b) One \$5.00 bill, United States currency;
One \$1.00 bill, United States currency;
\$1.21 in coins of mixed denomination, United States currency;
- (c) One duplicate copy of a deposit slip with the First American National Bank, Nashville, Tennessee, under the name of Mrs. SUSAN GIFFE, JR., Account Number 333-954-9, indicating a deposit made on September 10, 1971 at the Harding Mall Branch in the amount of \$10.00. Noted written in pen on the back of the deposit slip is the wording Social Security 411-76-9546;

- (d) One uncashed check number 051121, for payroll services, dated September 30, 1971, in the amount of \$7.58, payable to SUSAN G. GIFFE, signed Security Alarms and Services, Incorporated, [REDACTED] Vice President; b6 b7C
- (e) Receipt number 2044 from Roper Ltd., 100 Oaks Shopping Center, Nashville, Tennessee, dated July 28, 1971, indicating received from Mrs. GEORGE M. GIFFE, JR. \$20.00, leaving a balance due of \$43.00;
- (f) Two Travelers Hotline Service Cards for GEORGE M. GIFFE, JR., indicating a policy number of 042320 009979822 101 1 119;
- (g) Tennessee Operators license number 2912104, issued October 2, 1969, to SUSAN L. GIFFE, Georgetown Apartments, 9C, Nashville, Tennessee, 37215. Expiration date indicated as November 6, 1971; date of birth November 6, 1945, sex female, race white, height 507, weight 135, hair brown, eyes brown;
- (h) Identification card under the name Mrs. GEORGE M. GIFFE, JR., 805 Continental, telephone 291-4419, Nashville, Tennessee, Social Security Number 411-76-9546; in case of emergency, [REDACTED] telephone [REDACTED]
- (i) Mobil Credit Card, under the name GEORGE M. GIFFE, JR., numbered 879-293-079-7;
- (j) Charge-A-Plate Associates of Nashville Credit Card, under the name Mrs. GEORGE GIFFE, JR., J-11, Bavaria Apartments, Packard Road, Nashville, Tennessee, 37211;
- (k) First American National Bank, Nashville, Tennessee, checking account card number 951-100-0, under the name SUSAN G. LAKICH, 4122 Moss Rose Drive, Nashville, Tennessee, 37216;

- (l) Esso Gasoline Credit Card, under the name GEORGE M. GIFFE, JR., expiration date November, 1972, under number 372-397-418-8;
 - (m) Woolco Credit Card, under the name GEORGE M. GIFFE, number 6042-291-242-2;
 - (n) Two courtesy cards from Nero's Cactus Canyon and Silver Slipper Room, under the name GEORGE M. GIFFE, number 36-772-7.
13. One penny, United States currency.
14. A white colored metal money clip in which was contained seven one hundred dollar bills; one fifty dollar bill; one twenty dollar bill, United States currency.
- (a) \$100.00 bills - 1969 series

Serial Numbers

F01041554A
F01041553A
F01041557A
F01041555A
F01041558A
F01041560A
F01046321A

\$50.00 bill - 1969 series

Serial Number

B00987666A

\$20.00 bill - 1950A series

Serial Number

H45536806A

Located within an interior zipper pocket of the previously described lady's purse were the following items:

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1. A red colored fountain pen, brand name Smiroid.
2. One key ring containing four keys (two of which appear to be General Motors automobile keys).

FEDERAL BUREAU OF INVESTIGATION

Date October 7, 1971

The items listed below were recovered as evidence from a twin engine Aero Commander airplane, serial number 6008, nationality and registration make N9058N at the Jacksonville International Airport, Jacksonville, Florida, on October 4, 1971, and will comprise a three-part inventory as follows:

- A - Items seized from the aircraft;
- B - Items inventoried as examined;
- C - Items inventoried from the contents of a small blue case box, originally thought to be an explosive device.

Part A will consist of an inventory of items taken from the aircraft from the scene. They are as follows:

- 1 - A wallet and numerous papers found between two black attache type cases on the passenger seat facing the door of the aircraft.
- 2 - One portable bar with empty whiskey bottle and small metal shot glass, found on seat of aircraft facing door.
- 3 - A check written in the amount of \$250, found in the same area as the portable bar.
- 4 - One flight manual found between the seat of the pilot and copilot.
- 5 - Two empty "Hams" beer cans found on the floor of the craft just inside of the door.
- 6 - One container of plastic disposable drinking cups found between the seat facing the door and the copilot's seat in a small storage area.
- 7 - One container of styrofoam drinking cups of which some had been used, found in the same space of the above mentioned plastic cups.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA :cam Date dictated 10/6/71

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8 - One black umbrella found in the general area with the above mentioned cups.

9 - One envelope found on the floor of the craft between the seats of the pilot and copilot addressed to Post Office Box 3527, Airport Station, Nashville, Tennessee.

10- One cigarette lighter found under the seat facing rear on the right-hand side of the craft.

11- One empty paper bag found on the floor of the craft in the center isle.

12- Three metal drinking cups found on the floor of the craft near the rear of the craft.

13- One Seltzer bottle (previously taken out of the craft by SAC [redacted] and appropriately marked as evidence. This item was found on the ground located a few feet away from the door of the craft).

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14- One magazine for an automatic pistol containing seven rounds of .380 caliber Superval ammunition, found between the wall and rear seat on the right side of the craft.

15- One cap from a whiskey bottle found at the base of the rear seat of the craft on the floor.

16- One spent brace casing from a .380 caliber cartridge found on the right side of the rear seat facing forward.

✓ 17- Personal observation of the condition of the pilot's seat relative to examination for evidence. There was one bullet hole in the back of the seat near the upper right corner approximately 5" from the top and 4" from the right-hand edge of the seat. The hole showed a point of entry as described above and a point of exit on the front side of the seat in approximately the same location. Another bullet hole was observed approximately 12" down from the top of the pilot's seat and at the extreme right edge of said seat as the projectile had grazed the leather trim around the edge of the seat before entry in material components in passing through the seat and out the front.

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18- One spent bullet of what appeared to be .380 caliber Supervel ammunition found in the front left rutter pedal of craft.

19- One box of fried chicken found on the floor of the craft on the copilot's side in a white #6 bag.

20- Sheets of paper with writing on them found between the pilot and copilot's seat.

21- Jacksonville International Airport charts found on a clipboard on the copilot's side of the craft.

22- Observed: One dent in extreme left corner of the craft dash panel near the 12 day clock where it appeared that a projectile had entered.

23- One "Hams" beer can found in craft commode.

24- Two flight manuals found between the seat of pilot and copilot on the floor.

25- One gray suit bag found in the luggage department which was packed with several items of clothing, which were inventoried and marked with a tag denoting the exact contents of the bag.

26- One gray suit bag removed from the cabin of the craft containing items of clothing, which were inventoried and marked with a tag denoting the exact contents.

27- Personal observations of condition of aircraft after its detention at the airport: Both rear tires were flat as a result of gun shots being fired in them. Two .308 caliber bullet holes in the right side of the right engine, approximately 2" apart. These projectiles show a point of entry as described, but do not show a point of exit. Two bullet holes in the left section of the front windshield of the craft that appeared to be caused by a weapon discharged from the inside of the aircraft. These holes were approximately 2" apart. There were no other signs of damage other than those listed for the outside of the craft.

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28 - Interior damage of the aircraft was observed as follows: The pilot seat as previously mentioned had two bullet holes in it and was stained with a great deal of blood. The copilot's seat was heavily stained with blood in the seat cushion areas. There was a great deal of blood stains on the floor of the craft between the two above seats. Also there were various spots of blood on the floor of the craft leading from the rear of the plane to the front. The rear seat of the craft was heavily stained with blood on the right side. This would include the seat cushion and back.

29 - photographs of the entire scene were taken by Officer [redacted] Evidence Technician, Duval County Sheriff's Office, Jacksonville, Florida.

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30 - Seven spent brace casings of .380 caliber ammunition found on the floor of the craft between the rear seat and middle seat facing the rear of the craft.

31 - One Belgium Automatic Pistol, Serial Number 53784, with loaded magazine, removed from [redacted] passenger on the aircraft.

32 - One Walther Model PPK/S 9 millimeter pistol, Serial Number 151170, located on the floor of the craft near the right side of the deceased female victim.

33 - One loaded magazine containing .380 caliber ammunition, found on the floor of the craft between rear seat (facing forward) and the wall of the craft.

Part B of this inventory will consist of items examined, that were found in a black leather attache case belonging to the deceased GEORGE M. GIFFE, JR. This case was removed from the seat facing the door of the aircraft. The above case was opened at the Jacksonville Office of the FBI by SA [redacted] SA [redacted] and Investigator [redacted] of the Duval County Sheriff's Office, Homicide Division, Jacksonville, Florida, at 11:05 am on October 4, 1971. The following is an inventory of contents found therein:

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- 1 - One string of beads, blue in color.
- 2 - One gold link chain bracelet.
- 3 - One 1854 #5 Liberty Gold Piece encased in plastic.
- 4 - One set of handcuffs with the initials "WRF", made in Japan, other lettering "Chief of Police", "double lock" with black letter carrying case.
- 5 - One exposed container of "Minox" film #9522.
- 6 - One engineers compass and leather case.
- 7 - Two magazines from an automatic pistol, loaded with 6 & 5 rounds respectively of .32 caliber auto load ammunition.
- 8 - One roll of nickels, undetermined amount, in plastic electrician type tape.
- 9 - One small gold pocket watch with engraved initial "S" on the front.
- 10 - One box of 9 millimeter automatic pistol ammunition filled with 50 rounds.
- 11 - One "Minox" and black carrying case.
- 12 - One gold colored letter sealer with ornate design for seal.
- 13 - Two American Passports listed as:
 - A. Name SUSAN G. GIFFE, date of birth November 6, 1945, 5'6", brown hair, brown eyes, place of birth Tennessee, United States of American, date issued June 29, 1970, expiration date June 28, 1975; contained photo of SUSAN G. GIFFE, Passport Number A1392622, no travel dates shown; attached to passport was one Immunization Booklet.

B. Name GEORGE M. GIFFE, JR., date of birth June 11, 1936, place of birth Tennessee, United States of America, brown hair, brown eyes, 6'1/2", date issued June 17, 1970, expiration date September 16, 1975, Passport Number A1032652; not travel dates shown; attached to passport was one Immunization Records. Also one Immunization Certificate with attached permit from Department of Treasury, Bureau of Customs, for registration of .32 Walther Automatic Pistol, Serial Number 220487, model PPK caliber .765 millimeter, registration number 61670, issued to GEORGE M. GIFFE, JR., 324 Gaywood Drive, Nashville, Tennessee.

14 - One pair of men's black stockings.

15 - Numerous papers including letters, insurance papers and stock certificates.

The above were items which were examined, returned to the brief case wherein the case was sealed and labeled appropriately as evidence.

Part C consists of items which were inventoried as the contents of a small blue cash box labeled Providence Life and Accident Insurance Company. This box was initially thought to contain explosive material, but was later disproved. The items contained therein are inventoried as follows:

1 - One package for mail order processing of Minox film, addressed to Minox Custom Service, Post Office Box 2032, New York, New York, with return address of Mr. GEORGE M. GIFFE, Georgetown Apartments, #9-C, 5025 Hillsboro Road, Nashville, Tennessee, containing exposed rolls of Minox film as listed:

- A. #5638
- B. #9177
- C. #5602
- D. No Number
- E. #5602

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7 - Three spiral note pads containing daily expense account and appointment notations.

8 - One datebook, owner not identified, but contains numerous names and date of contacts in diary style notations.

9 - One black wallet containing numerous photographs, identification cards, credit cards, property of deceased GEORGE M. GIFFE, JR., personal letters and numerous papers, insurance policies and one hand-written will and testament, not dated of GEORGE M. GIFFE, JR.

10- One birth certificate of SUSAN GERMAINE LAKICH #54378, showing date of birth of November 6, 1945, issued on May 24, 1957, from the Department of Public Health, Nashville, Tennessee.

11- One birth certificate for [redacted]
listing date of birth as [redacted] # [redacted]

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12- Numerous photographs (semi-nude) of what appeared to be the deceased female, who was aboard the aircraft.

13- A plastic wallet type credit card holder filled with credit cards, photographs and membership cards from various organizations.

The above composite inventory comprised of all known items of evidence and is set forth in the order of their examination and marking by SA [redacted] and Investigator [redacted] Duval County Sheriff's Office, Homicide Division, Jacksonville, Florida.

FEDERAL BUREAU OF INVESTIGATION

1Date 10/8/71

Following an incident that occurred around 5:30 am, October 4, 1971, at the Jacksonville International Airport on what is described as General Aviation Strip Number 1, a disabled twin Aero Hawk airplane Number 9058N was kept under surveillance by Special Agents of the FBI.

Shortly after 7:00 am, a minute and careful check was made of the starboard engine of this aircraft, and it was determined there were two bullet holes on the right side of this engine, approximately 18 inches to the rear of the engine from the propeller. These two bullet holes were as a result of instructions from ASAC [] to disable the engine, and the examination of this engine failed to show exit holes for the two bullets. Likewise the detailed examination of the right side of the fuselage failed to disclose any holes in or near the starboard engine. This search was confined to the starboard side of the aircraft, which could be referred to as the passenger area. There were absolutely no holes which possibly could have been caused by a projectile in the airplane.

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On 10/4/71 at Jacksonville, Florida File # Jacksonville 164-103

by ASAC [] Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

Date October 14, 1971

1

The following items listed were removed and inventoried from one blue metal box with a turn key lock with the name Providence Life and Accident Insurance Company engraved on it. This box was removed from a Hawk Commander, Serial Number N9058N, aircraft on October 4, 1971, that was originally thought to be an explosive device but later disproved:

- A. One black leather men's wallet, brand name "Rolfs", belonging to Mr. GEORGE M. GIFFE, JR., which contained the following items:
1. Membership card of the National Rifle Association, Washington, D.C., issued to GEORGE MALLORY GIFFE, JR., showing expiration date of March, 1972. Address therein of Continental Apartments, Suite 805, Nashville, Tennessee.
 2. Credit card for "St. Clairs of Nashville," number 761, issued in name of GEORGE M. GIFFE, JR., Suite 605, Global Realty Company, 1720 West End Building, Nashville, Tennessee, telephone number 291-9013.
 3. Woolco Credit Card Number 6042-291-242-2, issued in name of GEORGE M. GIFFE.
 4. Blue Cross and Blue Shield Supplementary Identification Card showing Group Number 1053, Contract Number J966195, Type F, showing effective date March 15, 1965, issued to GEORGE M. GIFFE, JR., under Inter-Plan Bank Number 390.
 5. Automobile registration for the State of Tennessee, issued through Motor Vehicles Division for 1963 Buick Sport Coupe, to GEORGE M. GIFFE, JR., indicating former Illinois license plate (no number listed),

On 10-4-71 at Jacksonville, Florida File # JK 164-103
by SAS JOL:cdh/kgn Date dictated 10-8-81

with eight cylinder engine and Vehicle Identification Number 7J11111106, under Title Number 10662089, showing date of purchase of September 21, 1965 and listing address of 324 Gaywood Drive, Nashville, Tennessee.

6. One credit card register, issued by Ambassador Leather Goods, Ambassador Building, Niagara Falls, New York. This card was not signed and no notations were made on it.
7. One identification card issued by the Ambassador Leather Goods Company, Ambassador Building, Niagara Falls, New York, Zip Code 14303, with notation BUther Number 5-9624. This card was not signed and no notations were made on it.
8. One customer identification card for the Third National Bank, Nashville, Tennessee, issued to Global-V-Realty Company, Escrow Account Number 316-418-7. There was no name on the card to denote who it was issued to.
9. One membership card for Beta Beta Beta Biological Society, issued to GEORGE MALLORY GIFFE, JR., showing Mr. GIFFE as a member in the Beta Sigma Chapter. Date of issue shown as February 1, 1963.
10. One account card number 133-104-8, issued to GEORGE M. GIFFE, JR., 1720 West End Building, Suite 310, Nashville, Tennessee, Zip Code 37203, issued by the First American National Bank, Nashville, Tennessee.
11. One photograph of SUSAN GIFFE (deceased).
12. Sixteen assorted personal photographs.
13. One Social Security Account Card Number 409-56-4371, issued to GEORGE MALLORY GIFFE, JR.

14. One Traveler's Hotline Service Card, issued to GEORGE M. GIFFE, JR., noting Service Telephone Number (615) 327-1902, with Policy Number 042320-009979822-101-119.
15. One automobile registration for the State of Tennessee, issued for a 1970 Mercury Cougar, Vehicle Identification Number 0F91M526499, License Number AC-9780, showing former Title Number 14420294, issued to GEORGE MALLORY GIFFE, JR., Suite J-11, 4581 Packard Road, Nashville, Tennessee.
16. One deposit slip for Account Number 333-954-9, signed SUSAN GIFFE, showing a total deposit of \$50.00 and a cancellation stamp of "Harding Mall Branch", May 7, 1971. This deposit slip was made on the First American National Bank, Nashville, Tennessee. On the back of this deposit slip were the following telephone numbers:

- (a) 327-2033.
- (b) 244-5151.
- (c) 256-9192.

Also appearing on the back of the deposit slip were the following names:

- (a) Burns.
- (b) Pat (last name illegible).
- (c)
- (d) St. Thomas.

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17. One business card for Tommy's Gun Shop, noting owner to be TOMMY ST. CHARLES, JR., listing telephone numbers 834-1835 and 292-9958.

18. One membership card for "Special Policeman", issued for Metropolitan Government of Nashville and Davidson County, Tennessee, noting number 3412, issued to GEORGE MALLORY GIFFE, JR., on February 11, 1971.
19. One motor vehicle operator's license number 1909698, issued to GEORGE M. GIFFE, JR., 4501 Packard Drive, Number J-11, Nashville, Tennessee, showing expiration date of July 11, 1973.
20. Membership card issued by "The Executive Program, Front and Brown Streets, Riverside, New Jersey," to GEORGE M. GIFFE, 4501 Packard Drive, Nashville, Tennessee, Membership Number 30558233.
21. Identification card issued by "The Phoenix of Hartford" Insurance Company, Hartford, Connecticut, showing GEORGE M. GIFFE, JR., 324 Gaywood Drive, Nashville, Tennessee, under Policy Number CF216701, with expiration date February 12, 1969. Agent listed as Magrill-Weinberger-Moskovitz, Incorporated.
22. Identification Card of Tennessee Real Estate Commission, issued to GEORGE MALLORY GIFFE, JR. as a representative of Global-V-Realty Company of Nashville, Tennessee, noting Real Estate Brokerage License Number 2446, issued on January 1, 1970, by the Tennessee Real Estate Commission.
23. Tennessee Real Estate Commission card certifying GEORGE M. GIFFE, JR., Suite 605, 1720 West End Boulevard, Nashville, Tennessee, is a licensed real estate broker, recorded January 9, 1968.
24. Identification card of the Tennessee Real Estate Commission issued to GEORGE M. GIFFE, JR. as a representative of the Global-V-Realty Company of Nashville, Tennessee, Real Estate Brokerage License Number 2436, issued January 1, 1969, by the Tennessee Real Estate Commission.

25. Identification card of the Tennessee Real Estate Commission, issued to GEORGE M. GIFFE, JR., a representative of Global-V-Realty Company of Nashville, Tennessee, Real Estate Brokerage License Number 3145, issued October 9, 1969, by the Tennessee Real Estate Commission.
26. Two Tennessee Voter Registration Cards, issued by the Davidson County Election Committee, to GEORGE M. GIFFE, 324 Gaywood Drive, (city not set out), on October 10, 1962, showing him to be a registered voter.
27. Customer identification card issued by the Third National Bank, Nashville, Tennessee, to Verstand Company, Account Number 837-272-1.
28. Membership card of Phi Delta Kappa Fraternity, issued to GEORGE M. GIFFE, JR., George Peabody College, Post Office Box Number 17, Nashville, Tennessee.
29. Calling card of [redacted] Stone Management Corporation, 1355 North Sandburg Terrace, Chicago, Illinois. b6
b7C
30. Receipt Number 77136, dated October 4, 1970, for \$6.75, from unknown hotel or motel.
31. Laminated Special Police Commission Card, issued on February 4, 1971, by the Metropolitan Police Department, Nashville, Tennessee, to GEORGE M. GIFFE, JR., 4501 Packard Drive, Nashville, Tennessee. This card bears Mr. GIFFE's photograph and shows his authority limited to "premises of Global-V-Realty Company, to and from bank, home, and elsewhere pertaining to the business."
32. Identification card number HN1235 of Nakara Academy, dated September 27, 1960, issued to GEORGE MALLORY GIFFE, JR., showing GIFFE to hold a black belt as a qualified Karate expert.

33. One owners identification card issued by Motor Vehicle Division, State of Tennessee, showing GEORGE M. GIFFE, JR., Suite 810, 1808 West End Building, Nashville, Tennessee, to be the registered owner of a 1967 Cadillac de Ville, four door sedan, Vehicle Identification Number B7137319, purchased January 29, 1970, Title Number 14635192, main holder U. S. Court House Credit Union, Post Office Box #1047, Nashville, Tennessee.
 34. Identification Card of the Traveler's Insurance Company, issued to GEORGE M. GIFFE, JR., Policy Number 042320-009979822-101-1.
- B. The following items constitute an inventory of loose articles that were also removed from the previously mentioned blue metal box:
1. One letter addressed to "Miss Susan Lakich, 4122 Moss Rose Drive, Nashville, Tennessee, postmarked Memphis, Tennessee "PM", March 31, 1965 with an 8¢ airmail stamp affixed. The letter was written on letterhead stationery with the inscription [redacted] Christian Brothers College, Memphis, Tennessee." The letter was signed, "Love, [redacted] (no last name)." b6 b7C
 2. One will and declaration, undated, signed allegedly by GEORGE M. GIFFE, JR.
 3. One letter addressed to [redacted]
[redacted] postmarked April 16, "PM" from Sewart A.F.B., Term. 1965. Letter address shown as Susan Lakich, 4122 Moss Rose Drive, Nashville, Tennessee.
 4. One marriage certificate for State of Georgia, Catoosa County, for GEORGE M. GIFFE, JR. and [redacted] issued September 27, 1954, certificate recorded at Ring Gold, Georgia.

5. One Certificate of Birth Number [redacted] issued for [redacted] female, showing date of birth [redacted] issued by the Division of Vital Statistics, Tennessee Department of Public Health, C-3 Cordell Hall Building, Nashville, Tennessee. b6
b7C
6. One letter from the Metropolitan Health Department, 311-23 Avenue, North Nashville, Tennessee, addressed only as "Dear Parent".
7. One insurance policy number 62-8442, issued to GEORGE M. GIFFE, JR., Georgetown Apartments, Apartment 9C, 5025 Hillsboro Road, Nashville, Tennessee. Policy issued from Magrill-Weinburger-Moskovitz Insurance, 203 Fairfax Avenue, Nashville, Tennessee, 37212, form number 297-9531. Policy written on Southern Fire and Casualty Company, Knoxville, Tennessee, showing home offices at Greensboro, North Carolina.
8. One three inch by six inch date book, believed to be the property of SUE GIFFE for years of 1963 and 1964.
9. Hand written story of seven pages titled, "A Short Essay of the Heart" and four other pages captioned "Copy June 4, 1968". (Above seems to be writings composed by Mr. GIFFE.
10. Three business memo books of April, 1970, May, 1970 and June, 1970, containing large assortments of telephone numbers, expense records and business contacts.
11. One nine page letter apparently written by an unknown female to "George" telling of her love for him. Letter written with a felt pen and not dated or addressed to anyone and not signed. Letter begins as follows: "All my life, I have dreaded marriage...."
12. One comprehension personal policy issued to GEORGE GIFFE, Georgetown Apartments, Apartment 9C, 5025 Hillsboro Road, Nashville,

Tennessee, by the Cincinnati Insurance Company, Cincinnati, Ohio, under Policy Number [REDACTED] issued on October 1, 1969 - term one year, expiration date October 1, 1972. b6 b7C

13. One copy of a Certificate of Live Birth Number 54378, Registration Number 4397, Registration District Number 21901, from the State of Tennessee Department of Health, Nashville, in the name of SUSAN GERMAINE LAKICH, date of birth November 6, 1945, date issued May 24, 1957.
14. One copy of Certificate of Birth Number 23924, file number 1331, in the name of GEORGE MALLORY GIFFE, JR., showing date of birth July 11, 1936, from the State of Tennessee, Department of Public Health, Nashville, 37219, issued June 16, 1970.
15. One notification of birth registration from the United States of America, Department of Commerce, Bureau of Census, stating "This is to advise you that there is preserved under Volume 23500, file number 23924, in the state office for the registration of vital statistics at Nashville, Tennessee, a record of birth as follows:

Name, GEORGE MALLORY GIFFE, JR.
Sex, male
Born, July 11, 1936, at Chattanooga, Tennessee
Name of Father, GEORGE MALLORY GIFFE
Maiden Name of Mother, HELEN LOUISE HADLEY
16. One certificate de Controle for a Swiss watch case number 100379 La Montre Number 46064, dated 19 December, 1968.
17. One certificate de Controle for Swiss watch case number 100379, La Montre Number 46100, dated 19 December, 1968.
18. One report card in the name of SUSAN LAKICH showing teacher to be MOORE, subject typing II, grade 12, from Isaac Litton High School, Nashville, Tennessee.

19. One mailing packet addressed to "Minox Custom Service," Post Office Box 2032, New York, New York, 1001, marked "Airmail" with return address of Mr. GEORGE M. GIFFE, JR, Georgetown Apartments, 9-C, 5025 Hillsboro Road, Nashville, Tennessee, 37215.
20. One driver training certificate in the name of GEORGE GIFFE, JR., dated September 14, 1955 with address of 244 East Fanksley Avenue, from West End School, signed by Principal [redacted] b6 b7C
21. One Social Security form [redacted] in the name of [redacted] [redacted] expiring in 21 days, made out at the Nashville, Tennessee Social Security Office, issued June 9, 1955.
22. One memo from the desk of GEORGE MALLORY GIFFE, JR., dated August 17, 1970, with the following inscription: "Dear Sir, enclosed is a check for \$30.00. I have not received a bill in some time, please so advise as to my account. Memo."
23. One Certificate de Controle for a Swiss watch case number 100379, La Montre number 46173, dated 19 December, 1968.
24. One Certificate de Controle for a Swiss watch case number 13828-16, La Montre Number 2145, dated 30 August, 1966.
25. One envelope addressed to "Miss Susan Lakich, 4122 Moss Rose Drive, Nashville 6, Tennessee," from [redacted] [redacted] with 8¢ United States Airmail stamp affixed containing a letter to "Dearest Susan", signed "With all my love", consisting of five numbered pages.
26. One light green envelope addressed to Mr. GEORGE M. GIFFE (Esq.), 1720 West End Building, Suite 310, Nashville, Tennessee, Personal, with return address McMahon, Incorporated, Suite 310, 1720 West End Building, Nashville, Tennessee, 37203, containing a letter on light green paper dated September 5, 1967, marked

"Confidential", addressed to Mr. GEORGE M. GIFFE, 1720 West End Building, Suite 310, Nashville, Tennessee, signed [REDACTED]

27. One envelope postmarked November 6, 1967, Philadelphia, Pennsylvania, from Provident Mutual Life Insurance Company of Philadelphia, Post Office Box 8599, Philadelphia, Pennsylvania, 19101, marked first class mail in care of Global-V-Realty Company, Third Floor, 1720 West End Building, 37203, containing the following:
- (a) One receipt from the Provident Mutual Life Insurance Company of Philadelphia, received from GEORGE M. GIFFE, JR., \$25.90, under Policy Number 2082668, dated September 29, 1967, signed [REDACTED]
 - (b) One notice of payment due on Police Number 2082668, Agency 82, due date December 22, 1967, for \$12.95, for insured-GEORGE M. GIFFE, JR., Number 3297, December 24, 1967.
 - (c) One notice of payment due, Policy Number 2082668, Agency 82, due date November 22, 1967, for \$12.95. Insured-GEORGE M. GIFFE, JR., Number 3305, December 24, 1967.
 - (d) One notice of payment due, Police Number 2082668, Agency 82, due date October 22, 1967, for \$12.95. Insured-GEORGE M. GIFFE, JR., Number 3195.
 - (e) One notice of payment due. Policy Number 2082668, Agency 82. Due date September 22, 1967, for \$12.95. Insured-GEORGE M. GIFFE, JR. Marked paid, [REDACTED]
 - (f) One notice of payment due, Policy Number 2082668, Agency 82, due date August 22, 1967, for \$12.95. Insured-GEORGE M. GIFFE, JR., Marked paid, [REDACTED]

JK 164-103

11

It should be noted that Special Agents [redacted]
[redacted] were assisted in compiling this
evidence and submitting this inventory by Detective [redacted]
[redacted] of the Homicide Division, Duval County
Sheriff's Office, Jacksonville, Florida.

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FEDERAL BUREAU OF INVESTIGATION

Date 10/6/71

On 10/5/71, [] Photographer, Office of the Sheriff, Jacksonville, Florida, furnished SA [] with photographs taken at the crime scene and local morgue, following three fatalities at the Jacksonville, Florida International Airport.

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Smith advised the photographs were taken by Evidence Technician [] on 10/4/71, and submitted to him by [] for processing on the same date.

[] made available two sets of photographs, with each set consisting of thirty-six black and white photographs.

On 10/5/71 at JACKSONVILLE, FLORIDA File # 164-103

by SA [] Date dictated 10/6/71

FEDERAL BUREAU OF INVESTIGATION

Date October 7, 19711

The following observations were made inside the aircraft, described as a Hawk Commander, registration number N9058N, serial number 6008, located at the Jacksonville International Airport on October 4, 1971. Upon entering the aircraft a deceased white female was located on the left side of the rear seat facing the front of the aircraft. This female was wearing a blue and yellow checked blouse and panty hose and appeared by observation to have been shot in the chest.

In addition, a white male who was deceased was lying in the pilot seat with the upper portion of his body and his head lying on the copilot seat. This white male was wearing a blue shirt and dark trousers. It was observed that the white male, believed to be the pilot of the aircraft had been shot in the back.

Also noted were two bullet holes in the plexiglass in the left hand segment of the aircraft windshield.

Two holes believed to be bullet holes were located in the back of the pilot seat and both had exit indicators of the front part of the pilot seat backrest.

A dent appeared on the left side of the cockpit dashboard adjacent to the edge.

Also observed on the seat and floor of the rear seat facing forward next to the deceased female was a considerable amount of blood.

Two bullet holes were observed on the right side of the turbo-prop starboard engine on the outside just behind the propeller.

On 10/7/71 at Jacksonville, Florida File # JK 164-103

SAs [redacted]
by Investigator [redacted] JWB:vyl Date dictated 10/6/71

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FEDERAL BUREAU OF INVESTIGATION

1Date October 13, 1971

On October 12, 1971, the following photographs were taken at the Jacksonville International Airport, Jacksonville, Florida. A Speed Graphic 4X5 camera with 135 mm lens was utilized with Kodak Tri-X Pan Professional black and white film. The photographs were taken between 10:45 AM and 11:30 AM, using a lens setting F22 and a shutter speed of 1/200 of a second:

View from Control Tower, facing northeast toward AirKaman Center, Taxiway GA1, and pad at end of Taxiway GA1.

View from pad at end of Taxiway GA1 southwest toward Control Tower. Dark spot in center of photograph is oil from right engine of Hawk Commander N9058N as aircraft sat facing north.

View from pad at end of Taxiway GA1 northeast toward AirKaman Center. Dark spot in upper center of photograph is oil from right engine of Hawk Commander N9058N as aircraft sat facing north.

View north from Control Tower toward Runway 7L - 25R, and beginning of Taxiway GA1.

View east from Control Tower, service road connecting to Interstate Route 95.

View south from Control Tower, depicting airport parking facility and portion of main terminal.

View west from Control Tower, toward beginning of Runway 7L - 25R.

On 10/12/71 at Jacksonville, Florida File # JK 164-103
by SA ^{b6}_{b7C} -cdh Date dictated 10/12/71

FEDERAL BUREAU OF INVESTIGATION

1

Date October 15, 1971

Special Agents [redacted] took measurements at the Jacksonville International Airport of the location of the two Bureau automobiles in use on October 4, 1971, at the time of the aircraft hijacking. Measurements were also made of the aircraft's location. These measurements were then plotted on to a Xerox copy of a portion of a blueprint depicting the area, which had been obtained on October 6, 1971, by Special Agent [redacted] from the Jacksonville Port Authority. The blueprint used was Sheet Number 3, Terminal Area Layout, Jacksonville International Airport, Jacksonville, Florida, dated July 1, 1969 and prepared by Reynolds, Smith and Hills, Architects and Engineers, Jacksonville, Florida. The Xerox area of this blueprint includes portions of Taxiway "GA-1" and Taxiway "GA-3". Taxiway "GA-3" was a proposed area, was not completed and does not exist, therefore, on the Xerox copy it has been crossed out. The area also includes building number 4 to which the control tower is adjacent. The Xerox area includes one hangar (occupied by Winn Dixie) of the three buildings in the AirKaman General Aviation area. The hangar depicted in the Xerox copy is the southern most hangar in the General Aviation area.

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In the sketch attached hereto it will be noted that B-1 and B-2 are locations of the Bureau automobile which was occupied by Assistant Special Agent in Charge [redacted] and Special Agent [redacted]. C-1, C-2 and C-3 are location points of the Bureau automobile occupied by Special Agents [redacted]. The point designated by A was the location of the aircraft. The distance from point C-1 to the aircraft is 480 feet. The distance from C-2 to the aircraft is 404 5/10. The distance from C-3 to the aircraft is 45 feet. The distance from C-1 to C-2 is 92 2/10 feet. At the time of the hijacking there were approximately four gasoline trucks parked heading North, in the position between C-1 and C-2. They have not been depicted on the sketch. The distance from B-1 to the aircraft is 247 6/10 feet. The distance from B-2 to the aircraft is 142 8/10 feet. All of these distances were measured. The distance of 1,275 feet from the tower

On 10/14/71 at Jacksonville, Florida File # JK 164-103

SAs [redacted] by [redacted] DLM:jd1 Date dictated 10/15/71

JK 164-103

2

to the aircraft is an approximation arrived at by measuring distance on the blueprint and using the scale provided by the blueprint. The point C-1 is located $33 \frac{4}{10}$ feet South of the Winn Dixie hangar and on a line with the front or West side of this hangar. The distance from the aircraft A to the end of the paved pad East of the aircraft and on a perpendicular to the East paved boundary is $186 \frac{6}{10}$ feet.

JK 164-103

D. DISMANTLING OF ALLEGED EXPLOSIVE
DEVICE

FEDERAL BUREAU OF INVESTIGATION

1October 4, 1971
Date _____

On October 4, 1971, at approximately 9:13 a.m., the 544th Ordinance Demolition Team, United States Naval Air Station, Jacksonville, Florida, arrived at Jacksonville International Airport to dismantle a possible explosive device left at the Southwest corner of General Aviation Number 1 parking and taxiing area. The team was commanded by Lieutenant [] and consisted of Staff Sergeant [] and SP 5 []. The team began dismantling the alleged bomb at 9:35 a.m., which was housed in a small blue metal money box. At 9:45 a.m., the box was opened and found to contain miscellaneous papers rather than an explosive device. The box and contents were turned over to SA [].

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A civilian Bomb Disposal Technician [] (former First Sergeant 544th Ordinance Detachment) stood by during the disarming of the alleged bomb in the event that he might render assistance.

On 10-4-71 at Jacksonville, Florida File # JK 164-103
by SA [] -tfr Date dictated 10-4-71

FEDERAL BUREAU OF INVESTIGATION

1.Date October 13, 1971

Sp 5 [] 544th Ordinance Detachment,
Building #413, United States Naval Air Station,
Jacksonville, Florida, furnished the following
information:

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He was a member of the Explosive Ordinance
Demolition Team (EOD) which responded to disarm a reported
homemade bomb on October 4, 1971, on a ramp at
Jacksonville International Airport.

Lieutenant [] the commanding officer
of the team, notified him that they would be en route
to the airport.

The EOD Team consisting of Lieutenant []
[] S/Sgt. [] and himself departed headquarters
at 8:30 a.m. en route to the airport.

The EOD Team arrived at Jacksonville International
Airport at about 9:10 a.m. and commenced working on the
alleged bomb.

The homemade bomb was reportedly housed in
a small blue metal box secured with a combination lock.
Routine attempts to determine the method of detonation
failed so the box was pryed open and found to contain
miscellaneous papers. The box and its contents were
turned over to FBI Agents at the airport.

During this time that work was under way to
disarm the bomb, a civilian Bomb Disposal Technician
[] (former First Sergeant 544th Ordinance
Detachment) stood by in the event that his assistance might
be needed.

On 10-12-71 at Jacksonville, Florida File # JK 164-103

by SA [] RBS-tfm Date dictated 10-12-71

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

Lieutenant [] 544th Ordnance Detachment, Building 413, United States Naval Air Station, Jacksonville, Florida, furnished the following information:

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He was in charge of the Explosive Ordnance Demolition Team (EOD) which responded to the scene of a homemade bomb at Jacksonville International Airport on October 4, 1971.

He advised that he had received calls from Special Agent [] FBI, Jacksonville, requesting his units assistance at approximately 8:00 AM and 8:15 AM.

He stated that he picked his crew consisting of S/Sergeant [] and SP5 [] and departed his headquarters for the airport at about 8:30 AM.

The crew arrived at Jacksonville International Airport at about 9:10 AM and commenced working on the alleged bomb.

The homemade bomb was in a small blue metal money box in a corner of the parking area. The hinge pins of the box were removed and attempts were made to open the box remotely in the event that a spring release action was used on the bomb. Eventually, the box was pryed open and found to contain miscellaneous papers. The papers and box were turned over to FBI Agents at the airport.

The team arrived back at the base headquarters at approximately 10:45 AM.

During the course of the team's activity, a civilian bomb disposal technician [] stood by at the airport.

On 10/13/71 at Jacksonville, Florida File # JK 164-103
by SA [] -cdh Date dictated 10/14/71

JK 164-103

E. INTERVIEW OF

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FEDERAL BUREAU OF INVESTIGATION

Date October 5, 1971

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On October 4, 1971, [redacted] (home telephone number [redacted] the co-pilot of Hawk Commander Prop-Jet Aircraft Number N9058N, was interviewed by SA [redacted] and SA [redacted] at the Office of Airkaman of Jacksonville, Inc., Terminal at Jacksonville International Airport. He identified himself as a salesman pilot employed by the owners of Aircraft Number N9058N, Big Brother Aircraft, Incorporated, Metropolitan Airport, Nashville, Tennessee, charter operators.

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He related that sometime between 4:00 and 5:00 p.m. on Sunday, October 3, 1971, his wife got a telephone call at their residence from Big Brother Aircraft, Incorporated, Nashville, informing her that they had a charter flight for him scheduled to depart at 1:15 a.m., October 4, 1971, and she relayed this message to him. He stated about five or ten minutes later he telephonically contacted [redacted] the line boy at Big Brother Aircraft, about the chartered flight.

At that time, [redacted] told him that a gentleman named Mr. GIFFE was then at the Metropolitan Airport and he spoke to GIFFE on the telephone. At this time GIFFE told him that he wanted to go to Atlanta, Georgia, and to depart Nashville, Tennessee at 1:15 a.m., October 4, 1971. GIFFE advised him that there would be two passengers traveling to Atlanta and one passenger coming back. At that time he quoted a price of \$301.86 for the charter flight, figuring that he would use a small Aero Commander Aircraft. However, he knew the weather forecast was for low visibility and fog and indicated to GIFFE at that time that they would need a larger, better instrumented aircraft than the small Aero Commander, which would cost a little more. GIFFE then told him that the price was not important and he was quoted a new price of \$417.00 for the Hawk Commander type aircraft, which he agreed upon and made a \$417.00 downpayment in full with Big Brother Aircraft at that time.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

SA [redacted]
by SA [redacted] GHM:swc Date dictated 10/5/71

Following that, he telephonically contacted BRENT Q. DOWNS the pilot of the aircraft and they agreed to meet at the Metropolitan Airport at 12 midnight for the charter flight.

He subsequently got to the Metropolitan Airport at 12 midnight as agreed and when he arrived, BRENT was already on hand at the aircraft. At that time they determined that Mr. GIFFE's luggage was already aboard Aircraft Number N9058N and it consisted of a blue-colored suit bag, which was lying on the jump seat behind the co-pilot's position; a small metal box with combination dials on the face of it; and a black brief case. These items were all inside the aircraft in the passenger's compartment. At that time they did not check the baggage compartment and in fact made no check of the baggage compartment at any time prior to the departure of the flight.

About 1:05 a.m., October 4, 1971, Mr. GIFFE called [] on the telephone at Big Brother Aircraft, Incorporated, and advised him that he was running about ten minutes late. [] relayed this information to []

About 1:25 a.m., October 4, 1971, Mr. GIFFE again contacted [] by telephone and told him he was still ten minutes late, but would be there shortly and this message was relayed to him.

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At 1:45 a.m., October 4, 1971, GIFFE drove up to the aircraft parked at Metropolitan Airport in a late model, gold-colored Cadillac, got out, walked up to him and asked him, "Where is the airplane and the pilot." At that time both he and BRENT DOWNS were at the aircraft and identified themselves to GIFFE as the crew who would fly the aircraft.

At this time, he heard a woman screaming and shouting in the automobile and looked towards the car. He observed a woman in the front seat of the Cadillac who seemed to be sitting on the passenger's side of the front seat. She seemed to be trying to get out of the car through the driver's side. At that time he did not observe any other person in the car. Finally, the woman struggled out of the car and a second man appeared from the vehicle. With that, GIFFE ran back to the car and the second man, later identified as [] and GIFFE grabbed her and threw her down on the black top. She was struggling violently and he saw her garter

belt or some similar item of apparel fall down around her ankles. GIFFE then flashed a badge inside of a fold-over credential case of some type, which also had GIFFE's photograph on it. He does not recall what the badge said but recalls seeing the word "police" on the badge somewhere. He also showed a Black Belt Karate Club Membership Card to him with his photograph on it and said "I am with the CIA. This trip has to go." GIFFE then said that the woman was his wife who was a mental patient and he was taking her to Atlanta. He also said that he was a doctor and that his wife was mentally ill and that he would give her a sedative once they got her aboard the aircraft.

While this was going on, she was screaming and hollering. It was obvious that she did not want to get on the plane.

While this was going on, he turned to the pilot, BRENT DOWNS, and said, "We ought to get the police to check this out." GIFFE overheard their conversation and at that point pulled a small hand pistol of some type, pointed it at them and ordered them [redacted] and DOWNS) to get aboard the plane, which they did.

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After he and DOWNS were in their seats in the aircraft, then [redacted] and GIFFE loaded the girl aboard the plane by bodily throwing her aboard. All during this time she was struggling and hollering until they got her aboard and at one time saying, "He is part of the Mafia." As he recalls, GIFFE followed by [redacted] then got on the plane and once they were aboard he saw a gun in the hand of [redacted]. This gun had not been seen prior to [redacted] getting on the aircraft and when he looked at it, he thought it might have been the same weapon which GIFFE had brandished only moments before. [redacted] did not point the weapon at either himself or DOWNS and later stuck it behind his back under his belt. He does not recall [redacted] saying anything until after all were aboard the aircraft. Once in the plane, GIFFE and the woman, later identified as his wife SUE GIFFE, went to the rear seat of the aircraft where GIFFE sat on the right side and his wife on the left. [redacted] sat on a jump seat immediately behind the co-pilot's seat.

He pointed out that [redacted] the line boy, witnessed this whole incident and once they were aboard [redacted] used the auxiliary power unit (APU) to start the engines and

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[] requested an IFR clearance to Atlanta, Georgia, which was granted and the plane was cleared to taxi to Runway No. 31, but not cleared to take off by Nashville Ground Control. Before taxiing, GIFFE told them that he had explosives on board in the suit bag, but he cannot recall the exact words he used. He told them he had a timer on the explosives which had to be reset each ten minutes or it would go off.

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[] said nothing and had made no comments up to that point.

After that they taxied to Runway No. 31 where they stopped the aircraft to await clearance for take off from Nashville Tower, but they never received any clearance from Nashville Tower. While they were awaiting clearance an airport security police automobile pulled off alongside the aircraft with the blue lights flashing. When GIFFE saw the police car he shouted, "Get it in the air," or words to that effect and the pilot complied by taking off on Runway No. 31 at 1:58 a.m., October 4, 1971.

Once they were in the air, Nashville Tower told them to turn on course to Atlanta, which they did []

b7E

Once in the air proceeding to Atlanta, GIFFE had [] ask them if the aircraft could make it to Jacksonville, Florida, without stopping and he was told yes. He was told that they had a thirty-minute fuel reserve after reaching Jacksonville, but actually they had more. [] was sitting between the pilot and the co-pilot up front and relaying conversations back and forth to GIFFE. GIFFE then wanted to know if the airways were aware of any problem aboard the aircraft and he was advised through [] that the airways was aware of a problem on the plane. Everytime [] would turn his back to speak to GIFFE, he noticed a gun stuck under his belt in back.

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Once in the air, Nashville Control handed them off to the Memphis Center.

After that, [] patted him on the back and

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and said to him, "Sit back and don't worry, you will get to eat in the morning."

Sometime after that, either Memphis or Atlanta Center cleared them to Jacksonville after GIFFE decided they wanted to go to Jacksonville.

[] did not make a decision on anything at any time, GIFFE giving all of the orders. The woman did not do a thing. She just laid in back and appeared to be dazed.

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While en route to Jacksonville, GIFFE decided they would refuel in Jacksonville and then fly on to Freeport in the Bahamas. He also spoke of going to Jamaica, but was told that this was out of the question as this particular aircraft did not have sufficient range for Jamaica. They then radioed ahead to Jacksonville Center for charts, fuel, and life rafts for over-water flight and GIFFE further gave instructions that no one was to be within 200 to 300 yards of the aircraft once it landed at Jacksonville for fuel and supplies. Later GIFFE ordered them to radio ahead for two bottles of Scotch whiskey, which he did.

While on the aircraft, GIFFE was drinking out of a bottle of some kind in the rear and [] had a beer. He stated that neither of these men appeared to be intoxicated at any time. At this point, he was questioned as to where the beer and the bottle that GIFFE was drinking out of came from and if Big Brother Aircraft furnished beer and liquor for chartered flights. He replied that they had a cold bar on the aircraft which furnishes ice, coffee, and soft drinks for passengers, but they had no beer or liquor of any type which was provided for passengers and none was put on for this flight.

As they approached Jacksonville Center, they radioed ahead to see if their request for fuel, flotation gear, etc., had been granted and at that time were advised that their requests had been passed on. They subsequently landed at Jacksonville International Airport at 5:09 a.m., October 4, 1971, and were cleared to taxi to the Airkaman ramp, which they did. Once they reached the end of the ramp, they turned their aircraft around at the end of the taxi area and stopped with both engines running. GIFFE

told the pilot not to shut the engines down.

They were then instructed to call the tower to find out where the fuel truck was, which they did, and were advised by the tower that there would be no fuel by a representative of the FBI. With that, GIFFE related instructions to them to take off straight ahead and the pilot advised him that he could not do this as it was dark and they did not know the limits of the taxi way. Then he [] asked GIFFE if he could get out and speak to a representative of the FBI and try to talk them into getting some fuel and GIFFE agreed. With that he began to get out of his seat, but the pilot, BRENT DOWNS, said he would go and started to get out of his seat. First GIFFE then [] told BRENT to stay as he was in the pilot's seat and instructed him [] to get out, which he did and once on the ground he went over to ASAC [] and SA []. He stated that prior to leaving the plane he begged [] and GIFFE not to do anything drastic until he returned and at that time GIFFE was sitting in the back with both of his hands in his lap holding something, but he could not see what it was.

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He stated that during the flight he got the impression that these men had no advance plans and he further recalled that sometime during the flight [] and GIFFE both told he and BRENT DOWNS that this flight would be worth \$25,000 to each one of them, but did not elaborate further. He further recalled that prior to landing [] who seemed to have some knowledge of aircraft operations asked them if they could pick up some type of radio, but he does not recall exactly what kind of radio they had in mind.

He related that [] in his opinion seemed to be a willing participant in this incident until after the plane had landed. Once the plane had landed and stopped, [] indicated he did not want to leave without fuel, but again [] was not the one that was making the decisions. Throughout the trip [] appeared to be directed by GIFFE who made all of the decisions.

The following description was obtained through interview and observation of []

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Race:	White	
Sex:	Male	
Date of Birth:		b6
Place of Birth:		b7C
Height:	6'0"	
Weight:	210	
Hair:	Blond	
Eyes:	Blue	
U.S. Marine Corps		
Reserve Serial No.:		
	(this number may be wrong as he is not too sure of it)	
Social Security No.:		
FAA Airlines Transport Pilot License No.:		
Home Address:		

In conclusion, [redacted] advised that none of the passengers on board the aircraft were previously known to him and to the best of his knowledge he has never had any previous contact with any of them. He further advised that neither he nor the pilot were armed and that they followed all the instructions which were given to them.

JK 164-103

F. ARREST AND INTERVIEW OF

[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date October 13, 1971

On October 4, 1971, after the completion of my interview with [redacted] I went to the office of the Chief of Operations, Jacksonville International Airport, where the co-pilot of Hawk Commander N9058N was sitting.

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At this time, Assistant United States Attorney [redacted] was engaged in a conversation with [redacted] and [redacted] stated that he and the deceased pilot of the aircraft knew that they had approximately one and a half hours supply of fuel on board although they told the passengers they had only a thirty minute fuel supply. He said that this plan had been worked out between he and the pilot to insure that they landed in Jacksonville as they both felt that if they got out over the water they would all be killed by the hijacker and crash at sea.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] -cam Date dictated 10/7/71

FEDERAL BUREAU OF INVESTIGATION

Date October 5, 1971

At approximately 5:25 am, October 4, 1971, at Jacksonville International Airport, located in an area described as General Aviation Strip Number 1, near the Air-kaman building, while observing a hijacked aircraft, a twin-engine Aero Hawk Number 9058N, an individual was seen to depart this aircraft from the port side and move away from the tail of the aircraft. He was approached by Assistant Special Agent in Charge [] and SA [] who identified themselves as FBI Agents; and it was noted this man had his hands up. He was asked to identify himself; and he stated he was [] not a part of the airplane crew and was traveling with GEORGE GIFFE. A loaded Belgian automatic pistol was removed by Assistant Special Agent in Charge [] from [] belt, and he was informed by Assistant Special Agent in Charge [] that he was under arrest and was instructed to prostrate himself on the ground in a spread eagle fashion.

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[] was placed under guard by alternately ASAC [] and SA [] until SA [] came on the scene.

Subsequently the weapon removed from [] was examined by ASAC [] and determined to be a 9 mm Belgian automatic, Serial Number 53784, containing a clip Number 54533, with 14 Vel Luger hollow-point bullets. The gun was properly identified as evidence by ASAC []

On 10/4/71 at Jacksonville, Florida File # Jacksonville 164-103

by ASAC [] :bet
SA []

Date dictated 10/5/71

FEDERAL BUREAU OF INVESTIGATION

October 6, 1971

Date

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[redacted] was transported by SA's [redacted] from the aircraft parking area in the vicinity of Air Kamen, Jacksonville International Airport, Jacksonville, Florida, to the Conference Room of the Aviation Director's Office, Jacksonville International Airport, Jacksonville, Florida. At this time [redacted] was advised of the identities of [redacted] and [redacted] as Special Agents of the Federal Bureau of Investigation, and of the nature of the interview which was to be conducted.

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[redacted] was furnished with an approved form entitled "Advice of Rights" enumerating his rights by SA [redacted]. [redacted] read this form and stated that he understood the contents thereof and signed the waiver portion thereof which was witnessed by SA's [redacted]. [redacted] stated that he had met GEORGE MALLERY GIFFE, JR. through [redacted] who was a former coach at Tennessee State University. [redacted] explained that he, since July, 1971, has been in partnership with [redacted] a Negro male, and that together they operate a nightclub named Labri Lounge which is located at 1212 Jo Johnston, Nashville, Tennessee. He and [redacted] had been trying to raise some money for the operation of this nightclub and approximately six weeks ago [redacted] introduced [redacted] to [redacted] a Negro male, and formerly the basketball coach at Tennessee State University. About one week after meeting [redacted] [redacted] states that [redacted] brought GEORGE M. GIFFE and introduced GIFFE to [redacted]. GIFFE agreed to assist them in raising money for their nightclub.

[redacted] stated that he had been to GIFFE's house on only one occasion and had met GIFFE's wife, SUSAN, at this time. He said that he had met with GIFFE and his wife, SUSAN, on several other occasions but not at GIFFE's home.

[redacted] stated that on the evening of October 2, 1971, there was an initial opening of the Labri Lounge in Nashville and that at approximately 10:00 p.m. GEORGE M. GIFFE appeared with an unknown white female who was not his wife, SUSAN. [redacted] described this girl as a white

On 10/4/71 at Jacksonville, Fla. File # JK 164-103
by SA [redacted] FAB:ppb Date dictated 10/6/71

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female, in her twenties, approximately 5'2" tall, weighing between 115 and 120 pounds, and having long dark hair which he could not identify as being natural or a wig. He said that GIFFE and this girl only stayed at the lounge for a short period of time and then departed. [] also came to the lounge later on the same evening. On Sunday, October 3, 1971, [] was at the lounge between approximately 12:00 noon and 1:00 p.m., assisting in the cleaning up from the night before. He said that GEORGE GIFFE appeared at this time in a joking mood and during their conversation he made the statement to [] "We're going to make a hit". [] said that he was taken back by this remark made by GIFFE and had no idea that GIFFE was serious in making this statement. He said that during this visit by GIFFE, he, GIFFE, asked [] if he would drive with him to the airport later on in the day so that [] could return GIFFE's car after GIFFE and his wife left for Atlanta, Georgia.

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[] said that he went home after finishing his cleaning in the club and that GIFFE telephoned him later on in the evening and again asked him if he would drive out to the airport and bring GIFFE's car back to town. [] said that he agreed to drive out with GIFFE and that at approximately 12 midnight on October 3, 1971, GIFFE appeared at [] house driving his 1970 gold Cadillac, two door, and they left with GIFFE driving to pick up GIFFE's wife, SUSAN.

[] said that he and GIFFE went to the "King of the Road Motor Inn" in Nashville, Tennessee, arriving there at approximately 12:25 am. He said that GIFFE went into the motel and returned telling [] that his wife was not ready yet and that she was preparing a statement sheet of some type.

[] stated that while they were waiting in the car GIFFE left the car twice, allegedly to make telephone calls to Big Brothers at Berry Field to advise them that they were still coming despite the delay.

[] said that at approximately 1:00 a.m. on October 4, 1971, SUSAN GIFFE came out of the "King of the Road Motor Inn" and got into the car with GIFFE and himself. [] said that GIFFE had not been drinking at this time and he considered him to be in a sober condition.

After SUSAN GIFFE got into the car, GIFFE told her that they were going to Atlanta, Georgia, at which time she vigorously protested and became so emotional that [] considered her to be in a hysterical state. He said that GIFFE tried to calm her down and told her that he expected that they would be back in Nashville, Tennessee, at approximately 4:00 p.m., on October 4, 1971. He said that despite GIFFE's efforts, SUSAN GIFFE remained in a highly emotional and hysterical state all the way to the airport, despite efforts by both GIFFE and himself to quiet her down.

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[] stated that when they arrived at the Big Brothers Terminal at the airport, SUSAN GIFFE was still vigorously protesting and that it was at this time that GIFFE handed a pistol to [] telling him, "take this". [] said that he did not want this pistol nor could he even describe the pistol inasmuch as he allegedly had no familiarity with handguns throughout his life and was only somewhat familiar with rifles, which he used for hunting. He said that he just placed this gun in his belt on the right side, and continued to attempt to quiet SUSAN GIFFE.

He said that he and GIFFE managed to get SUSAN out of the car, however, she fell to the ground during the struggle immediately outside of the car door.

[] said that he recalled that the pilot, co-pilot and a member of the ground crew from Big Brothers were standing by the plane when they arrived and he said that after he and GIFFE got SUSAN out of the car he recalled that GIFFE produced another gun and motioned with the gun, ordering the pilot and co-pilot to get aboard the plane. He said that after the pilot and co-pilot got aboard the plane, GIFFE, with the assistance of [] put SUSAN GIFFE on the plane and that [] was at this time standing immediately outside the door of the aircraft. He said that GIFFE then pointed the gun at him and ordered him to get aboard the plane and close the door.

[] was specifically asked at this point why he got aboard the aircraft inasmuch as he allegedly was not scheduled to board the aircraft and did have a firearm at his disposal which GIFFE had given him. He replied that he was fearful of GIFFE who had a gun pointed at him at this time and that he regarded himself as a "super chicken" and had no intention of making any contrary move while GIFFE had the gun pointed at him and therefore he then boarded the aircraft.

[] said that when he got aboard the plane he noticed that there were several zipper-type clothing bags and an attache case already aboard the aircraft which appeared to be GIFFE's property. He said that he, [] sat down on the floor of the plane between the two rearward facing seats behind the pilot and the co-pilot while SUSAN GIFFE and GIFFE himself were sitting in the forward facing seats in the rear of the aircraft with SUSAN GIFFE sitting on the left side of the aircraft and GIFFE sitting on the right side.

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He recalled that at this time GIFFE made some statement to the pilot and co-pilot that he, GIFFE, was with CIA and pointing at [] he said that he, [] was with CID and that this trip was official business.

The pilot started the engines of the aircraft and as they began to taxi out on the field [] noted a police car with its blue light flashing alongside the aircraft and that GIFFE told the pilot to take off.

[] stated that after they had been flying for a while, GIFFE began having [] relay questions between he, GIFFE, and the pilots in the front of the aircraft. He said that GIFFE inquired as to whether they could fly to Jacksonville, Florida, and the pilots replied affirmatively. He said that to the best of his recollection, GIFFE ordered the pilots to fly to Jacksonville, Florida, and that the pilots were able to change their flight plans while en route.

He also recalled that GIFFE made some statement to him concerning SUSAN GIFFE, telling him that "she shot her mouth off" and therefore this was the purpose of the trip. [] believed that GIFFE was alluding to some activity which GIFFE was involved in.

[] stated that during the flight GIFFE and SUSAN had a couple of drinks from a portable bar which evidently belonged to GIFFE and which was aboard the aircraft, and that SUSAN calmed down at this time.

[] said that any and all of the demands or instructions given to the pilot by GIFFE during the flight between Nashville, Tennessee, and Jacksonville, Florida, were given to him by GIFFE and he, [] related

them to the pilot. He said that when the airplane landed at Jacksonville, Florida, GIFFE told [] to take the gun out which he had given him and hold it in his hand which he did for a short period of time although he returned it to his waist belt. He said that after the pilots received the radio message that no fuel would be given to the plane, the co-pilot suggested that he leave the aircraft and try to obtain fuel and that almost immediately the pilot stated that he was the captain of the aircraft and therefore, he should leave the plane and attempt to get the fuel. GIFFE ordered the pilot to remain in the airplane although he permitted the co-pilot to leave after the left engine was stopped. He said that they waited for a while and when they heard the message that the co-pilot was not coming back to the plane he, [] told GIFFE that he would get out of the plane to see what was going on, which GIFFE agreed to. He said that it was at this time after getting out of the aircraft that he immediately ran to the rear where he was apprehended by two men who he believed to be FBI agents.

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[] denied that it was even his intention to fly with GIFFE to any place in the airplane and that his presence aboard this aircraft was due only to the specific orders of GIFFE at the Nashville, Tennessee, airport.

The following background and physical description were obtained through interview and observation:

Name:	[]
Sex:	Male
Race:	White
Date of Birth:	[]
Place of Birth:	[]
Height:	73"
Weight:	265 pounds
Hair:	Brown and long with sideburns
Eyes:	Brown
Scars or Marks:	Has large bushy mustache
Home of Record:	[]

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Marital Status:

Married

Wife's Name:

[REDACTED]

(Same address as above)

Last Employment:

Nationwide Employment Service

1813 8th Avenue South

Nashville, Tennessee

Education:

Two years college

University of Tennessee

Nashville, Tennessee

Social Security Number:

[REDACTED]

U.S. Navy Service Number:

[REDACTED] (Identification card

DD Form 2A not valid as

separated from U.S. Naval

Reserve, 1962)

Peculiarities:

[REDACTED] HAS MEDICAL IDENTIFICATION

TO FACT THAT HE IS ALLERGIC

TO PENICILLIN

JK 164-103

G. AUTHORIZATION AND PROSECUTIVE
ACTION AGAINST

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JK 164-103

FAB:ppb

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AT JACKSONVILLE, FLORIDA

On October 4, 1971, the facts of this matter were presented to and reviewed by Assistant United States Attorney (AUSA) [redacted] Middle District of Florida, Jacksonville, Florida, who authorized the filing of a complaint charging the subject, [redacted] with violation of Title 18, Sections 1201 and 2, Kidnaping, with a recommended bond of \$100,000.

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On the same date the above authorized complaint was filed by SA [redacted] before JOSEPH W. HATCHETT, U.S. Magistrate, Middle District of Florida, Jacksonville, Florida, at which time a warrant was issued and executed by SA [redacted]

On October 4, 1971, [redacted] appeared before U.S. Magistrate HATCHETT at Jacksonville, Florida, where the contents of the complaint were read to him, at which time [redacted] stated that he would reserve his decision on the requirement of a preliminary hearing until he had time to consult with the attorney appointed for him by Magistrate HATCHETT, [redacted]

At this time Mr. HATCHETT turned [redacted] over to the custody of the U.S. Marshal in lieu of \$100,000 cash or surety bond.

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FAB:nme
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AT JACKSONVILLE, FLORIDA

On October 13, 1971, a true bill of indictment was returned by the Federal Grand Jury, Jacksonville, Florida, charging [] with violation of Title 18, United States Code, Section 2, Aiding and Abetting; Title 18, United States Code, Section 1201, Kidnaping; Title 49, United States Code, Section 1472 I, Air Piracy; Title 49, United States Code, Section 1472 J, Threatening Crew Members; Title 49, United States Code, Section 1472, Carrying a Concealed Weapon Aboard an Aircraft.

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On October 14, 1971, [] appeared before United States Magistrate JOSEPH W. HATCHETT, Jacksonville, Florida. [] was represented by his court appointed attorney [] of Jacksonville, Florida, and [] of Nashville, Tennessee.

[] through his attorneys, waived the reading of the four count indictment returned by the Federal Grand Jury and a request was made by [] attorneys to file motions relative to this indictment in 30 days, which was granted by Mr. HATCHETT.

[] entered pleas of not guilty to each of the four counts enumerated in the Federal Grand Jury indictment.

A motion was made by [] attorneys for a reduction in the \$100,000 bail, which motion was not opposed by United States Attorney JOHN L. BRIGGS. A recommendation for bail reduction to \$10,000, cash or surety, was made by United States Attorney BRIGGS.

Magistrate HATCHETT concurred in the setting of a bail bond in the amount of \$10,000, cash or surety, and imposed a travel restriction on [] to limit his travel to within the States of Tennessee and Florida or to travel between these two states.

At this time [] and his attorneys appeared before United States District Judge GERALD TJOFLAT, United States District Court, Jacksonville, Florida, on the motion for a reduction of bail due to the capital offense which had been charged against []. Judge TJOFLAT initiated the order approving the reduction of the bail bond and the travel restrictions as set forth above.

Judge TJOFLAT raised the question of the employment by [] of Nashville Attorney [] in conjunction with the court appointed attorney, [] in Jacksonville, Florida. [] stated to the court that he had been solicited by friends of the [] family, including [] to look into this matter as an assistant to [] alleged that he was a close friend of [] family and was not retained as counsel for [] defense at this time. b6 b7C

Judge TJOFLAT directed that within the next two weeks a report be made to his court as to [] position in this matter. [] stated that this time was sufficient to determine the amount of expense involved in the preparation of a defense for [] and a determination as to whether funds would be available from the [] family to conduct the investigation indicated or if it would be necessary for the appointment of [] as the defense counsel for [] to be continued by the court.

At this time the bond for [] in the amount of \$10,000 was posted by the Bill Arflin Bonding Agency, Jacksonville, Florida, and [] was released from the custody of the United States Marshal.

UNITED STATES DISTRICT COURT
MIDDLE DISTRICT OF FLORIDA
JACKSONVILLE DIVISION

UNITED STATES OF AMERICA

v.

No. 71- -Cr-J

(18 USC 2)-
(18 USC 1201)-
(49 USC 1472(i))
(49 USC 1472(j))
(49 USC 1472(l))

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The Grand Jury charges:

COUNT ONE

On or about the 4th day of October, 1971,

COUNT TWO

On or about the 4th day of October, 1971,

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[REDACTED]
did unlawfully commit air piracy in that defendant did with wrongful intent and threat of violence and force seize and exercise control over an aircraft within the special aircraft jurisdiction of the United States; namely, a Hawk Commander aircraft, No. 9058N, chartered to fly from Nashville, Tennessee, to Atlanta, Georgia, and did thereby force pilots, Brent Q. Downs and [REDACTED] to proceed to Jacksonville, Florida; all in violation of Title 49, United States Code, Section 1472(i) and Title 18, United States Code, Section 2.

COUNT THREE

On or about the 4th day of October, 1971,

JK 164-103

H. ACQUISITION AND TRANSCRIPTION OF
FEDERAL AVIATION ADMINISTRATION
TAPES AT JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

1Date October 8, 1971b6
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On October 7, 1971, SA [redacted] received a certified re-recording of the recorded conversations between Hawk Commander 9058N and the Jacksonville TRACON/Tower, Jacksonville International Airport, from [redacted] Chief of the Jacksonville TRACON/Tower.

On 10/7/71 at Jacksonville File # JK 164-103
JK 120-288
by SA [redacted] -cdh Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

Date October 10, 1971

The following is a verbatim transcription of a rerecording of the Jacksonville International Airport Traffic Control Center tape concerning conversations between the Jacksonville Tower Control Center and the Jacksonville Control Tower and Hawk Commander Aircraft N9058N on the morning of October 4, 1971. The times expressed and recorded in these conversations is Greenwich (ZULU) time and is a four hour minus difference from the actual time in Jacksonville, Florida, on the morning of October 4, 1971, when these conversations took place. The verbatim conversation is as follows:

"This rerecording was prepared by the Jacksonville Tower. It pertains to the hijacking of November 9058 November on the fourth of October, 1971. This rerecording covers the recorded conversation between Jacksonville Tower and the pilot of November 9058 November. The period of time covered in the recording is from 0847 Greenwich to 0937 Greenwich on October 4, 1971.

Time Check

8:47.15 No conversation.

8:50.15 (Background) Radar?

Radar: Yeah.

Unknown: That's him about 15, don't ya think?

Radar: Yeah.

Unknown: What's behind me?

Radar: I don't know.

Unknown: Yeah so.

Radar: (inaudible) unless there's another one.

On 10/9/71 at Jacksonville, Florida File # JK 164-103-1/2/1
JK 120-288

by SA [redacted] b6
b7C :sjt Date dictated 10/9/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

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Unknown: They might have scrambled a Beachcraft Sunliner.

Radar: They might have.

(inaudible) No Conversation.

Radar: Go ahead. 58November this is radar.

58N: Yes?

Radar: Go ahead.

58N: Jm. approach Commander 9058 November is with you out of eleven for I think this time.

Radar: Oh, 58November approach control, you're radar contact. You're landing at International. Is that correct?

58N: That is affirmative.

Radar: Roger, what's your compass heading, Sir?

58N: one three zero.

Radar: Commander 9058November, Roger. Come to a heading one five zero for a final vector to the final approach course at an ILS approach to runway seven, maintain five.

58N: O.K., heading one five zero and maintain five, we're out of eleven.

8:53.50 58N: Oh, what kind of visibility you got down there now?

Radar: Prevailing visibility is five with ground fog and smoke, runway visual range is more than six thousand feet.

58N: 58November, Roger.

58N: 58November, has our request been complied with?

Radar: We are checking on it for you right now Sir.

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JK 120-288

Radar: We have been advised by Aircraft Services that they are trying to or attempting to get your request completed.

58N: Thank you.

Radar: I have a request on your Freeport weather. Are you ready to copy?

58N: Yeah, go ahead.

Radar: O.K. They are reporting at the last observation fifteen hundred scattered, visibility ten, two niner niner five the altimeter, cumulus south, the wind zero four zero degrees at four.

58N: O.K. That was fifteen hundred scattered and ten miles?

Radar: Commander 58November that's correct Sir.

58N: Thank you.

Radar: Commander 58November descend and maintain two thousand.

58N: O.K. We're out of nine for two.

Radar: Jacksonville altimeter now Sir is two niner niner seven.

58N: Two niner niner seven.

8:56.30

(Pause)

Radar: Hello Commander 58November, turn right heading one eight zero.

58N: One eight zero, 58November.

(Pause) No Conversation.

Radar: Commander 58November, continue decent to maintain sixteen hundred.

58N: O.K. We're down to sixteen hundred, 58November.

JK 164-103

JK 120-288

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58N: O.K. We're out of fifty-five hundred, ah 58November. Was that down to fifteen hundred?

Radar: Commander 58November sixteen hundred, Sir.

58N: O.K. sixteen hundred.
(long pause).

Radar: Hello, Commander 58November, turn left heading one three zero, six miles from outer compass locator.

58N: One three zero, 58November.

58N: You will maintain clearance around the plane two or three hundred yards.

Radar: Sir, that information has been forwarded.

58N: Roger.

Radar: Commander 58November, what is your altitude now?

58N: We're out of twenty-four.

Radar: Roger. Commander 58November, turn left heading one zero zero.

58N: One zero zero, 58November.

Radar: Continue left sir to zero eight zero to intercept the localizer course, four miles from the marker cleared for a straight in ILS approach to runway seven.

58N: O.K. One eight one to intercept clear for the approach. Do you want us to stay this freq.?

Radar: I'll have a frequency change for you here shortly.

JK 164-103
JK 120-288

Radar: 58November, you can remain this frequency;
you're clear to land runway seven. You're
two and a half miles from the marker now
clear for the approach straight in.

58N: O.K.

Radar: The wind is variable at four.

58N: Right
(long pause)

58N: 58November, we got the airport.

Radar: 58November, thank you.

(Background) Radar to Tower:
Bernie, I'll think I'll switch him over to
you cause I (58November: where they having
us to refuel at?) . . . gonna be able to
help him to get him where he is supposed to
go. Yeah, put him on.

Radar: Commander 58November, contact the Tower
now one one eight point three, Sir, and
they'll have taxi direction information for
ya when you land.

58N: Roger.

58N: Jacksonville, Commander 58November, we're
outside the marker.

Tower: Right 58November, 9058November, you're clear
to land straight in on runway seven. Wind
is two hundred eighty degrees at three.

58N; Roger.

9:05.35

(Background) Voice in background - I
don't know where Air Command terminal is?
Air Command terminal is the one where the
private aircraft come in. That is the road
to your right just before you get to the
Control Tower.

b6
b7C

[]? Yeah. Just in case he asks you, ah,
all it is is a request or demand in either

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JK 120-288

6

way he frames it have been forwarded to the Fixed Base Operator and that is where we are sending it. O.K.

(inaudible background)

Tower: On Jacksonville at nine zero eight and twenty seconds.

9:08.35 58N: 58November, we're on the ground and has our request been complied with?

Tower: 9058November, you can taxi straight ahead to the second intersection. Straight down in towards the runway.

58N: Straight down on the runway to the second intersection.

Tower: That's affirmative. It will be a right hand turn off the second intersection.

58N: Right, right turn off.

Tower: 9058November, right turn off at the next intersection, taxi past the parallel straight into Air Command.

58N: O.K. Straight into Air Command.

b6
b7C

(Background) Tower to Go ahead. Are you coming in there now? We're still about a mile and a half away. I've got the rifle. Ten four. (The rest inaudible)

58N: Straight ahead, right here?

Tower: N0958November, all the way to the end.

58N: Right

58N: 58November, think it would be best if we parked somewhere close to the edge out here. I don't want to get in too close to those buildings.

Tower: O.K. Sir, that is what I had planned for you. Straight ahead out onto the end of the taxi strip.

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JK 120-288

58N: Is the fuel truck there?

Tower: You say is it a fuel truck?

58N: I said is the fuel truck here?

Tower: Affirmative. Taxi onto the end 9058November, straight to the end.

58N: Roger, 58November.

(Background) "O.K. that is where you make the right hand turn. Ten four."

58N: Make a left hand turn here?

Tower: Affirmative. Or you can park anywhere you like in that area. A slight left after the blue light Sir.

58N: Say again.

Tower: Slight left turn.

58N: O.K. We want to turn it around and head it back out.

Tower: You want to park right there 58November for fueling?

58N: That'll be fine.

Tower: O.K. that's fine. Right there you can park on the edge.

58N: 58November, ah, ya all gonna keep this area clear, is that correct?

Tower: That's affirmative.

58N: ah, what's the car sitten back off to our right?

Tower: Just an airport vehicle as far as I know Sir.

58N: Does he have a radio in it?

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JK 120-288

Tower: Say again 58November?"

"This concludes the Air Traffic Control (ATC) handling of November 9058 November. The following rerecording pertains to the FBI handling of November 9058 November."

The following transmissions from the Airport Control Tower were made by Special Agent [REDACTED]

b6
b7C

9:13.25

(Garbled transmission regarding Air Command).

SA [REDACTED] 58November?

58N: What?

SA [REDACTED] 58November, this is the FBI speaking. Cut your engines.

58N: 58November, this is the Captain speaking, ah, we're gonna cut the engines and we're gonna need some fuel, but I request that everyone stay away.

SA [REDACTED] 58November, advise when your engines have been cut.

(Inaudible background conversation).

(Pause)

SA [REDACTED] 58November?

58N: This is 58November, ah, this gentleman has about 12.5 approximately pounds of plastic explosives back here. I don't no yen to join it right now. Say I would appreciate it if you would stay away from this airplane.

SA [REDACTED] That's a roger, 58November. Are your engines cut?

58N: Negative.

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SA []

Stand by.

(Background) Faint inaudible transmissions heard between Assistant Special Agent in Charge (ASAC) [] and Bureau vehicles in immediate scene of subject aircraft. The Tower Operator then advises that Watch Supervisor that a Washington Center had just called and he had referred the call to him. The Watch Supervisor advises that he got the call. The Watch Supervisor states to the Tower Operator that if he starts taxiing give me the time. The Tower Operator advised the Watch Supervisor that they have him over in the pad, but that the aircraft does not want to stay. The Tower Operator advised the Watch Supervisor that he had given the microphone to the gentleman in the tower cab and he was just talking to him. The Watch Supervisor tells the Tower Operator to let him handle it. He says he gave him the microphone after he got him over there. Additional background transmissions are heard in which Special Agent [] advises ASAC [] of the contents of the last message from the Captain of 58November concerning the explosives. ASAC [] states no fuel provided to the aircraft. b6 b7C

SA []

58November?

58N:

58November, go ahead.

SA []

58November, this is the FBI. There will be no fuel. Repeat, there will be no fuel. There will be no starter, if you cut your engines.

(Background) ASAC [] is heard advising the office to contact Tampa and Miami that this is a waiting game and he may take off again. Transmission from another aircraft advising they are out of sixty-five hundred feet and returning to five thousand. Watch Supervisor advised Tower Operator to hold everything on the ramp until advised.

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JK 120-288

58N: 58November, now look ah I don't think this fellow is kidding, ah I wish you would get the fuel truck out here. b6 b7C

9:18.05

(Background) SA [] advises ASAC [] of the transmission from the pilot concerning the fact that the pilot does not think his passenger is kidding and requests fuel. ASAC [] replys to tell the pilot that there isn't any. "Pass it on."

SA [] 58November, there will be no fuel, I repeat, there will be no fuel.

58N: Hey listen this is 58November, you are endangering lives by doing this and we have no other choice but to go along and ah, for the sake of some lives we request for some fuel out here please.

(Background) SA [] transmits to ASAC [] the statement of the pilot that he still requests fuel and that lives are being endangered. ASAC [] tells SA [] to ask the pilot where's the subject and what's going on inside.

SA [] 58November, what is the status of your passengers?

58N: ah, Well I don't know, they're O.K. if that's what you mean.

SA [] Are they monitoring this conversation?

58N: Yes they are.

SA [] Do you have two passengers aboard?

(Pause)

SA [] 58November, what's your present fuel status on that aircraft?

58N: We're down to about thirty minutes.

(Background) SA [] advises ASAC [] that there is thirty minutes fuel remaining aboard the aircraft. ASAC [] instructs

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that the pilot be advised that there is no fuel here and no starter and that if he wants to he can run it out.

b6
b7C

SA []

58November, the decision will be no fuel for that aircraft, no starter, run it out any way you want it. Passengers, if you are listening, ah, the only alternative for this aircraft is to depart the aircraft, to depart the aircraft.

(Background) ASAC [] is advised that the above message has been delivered to the aircraft. ASAC [] requests to know if the pilot has his speaker in the aircraft on or is he listening over the microphones only. SA [] replys that the passengers are listening. SA [] again relates to ASAC [] that he has told the pilot that there will be no fuel, no starter, and that the passengers should depart the aircraft.

9:21.50

(Additional background) ASAC [] states this is a waiting game and nobody is to move till he lets them know. ASAC [] is in radio communication with other units at the scene at which time he advises them that the subject is reportedly armed and only the pilot and the two passengers are on the aircraft as far as is known at that time. At this time a radio transmission is heard from one of the Bureau units on the scene that a man is seen coming out from the aircraft and walking around the rear of same heading towards the Bureau car with ASAC [] and SA [] therein.

SA []

58November?

58N:

Yeah?

SA []

Did someone deplane from your aircraft?

58N:

That's affirmative, the co-pilot.

(Background) SA [] promptly advises ASAC [] that the individual in the vicinity outside the aircraft is the co-pilot.

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9:24.55

(Pause)

b6
b7C

(Background) Partially inaudible conversation between SA [] and Tower Operator concerning hijacking matters during which the Tower Operator at one time states that when he flew for an airline he used to carry a gun with him.

(Long Pause)

SA []

58November?

58N:

Yeah.

SA []

Your co-pilot is in the car and will not return to the aircraft. He will not return to the aircraft.

58N:

(No reply)

9:29.05

(Long Pause)

9:30.35

(Long Pause)

9:31.50

(Long Pause)

9:32.55

(Long Pause)

SA []

58November?

(Background) At this time [] Assistant Chief, Traffic Control Center, arrived in Control Tower and SA [] advised him "I think there's somebody dead or shot out there. They're trying to get the guy out of the aircraft right now." SA [] was also on a direct telephone line to FBI Headquarters and Federal Aviation Administration Headquarters, Washington, D.C., and was also directing SA [] to the scene of the incident. (Additional background conversation - garbled).

9:34.20

9:35.55

(Pause)

9:37.35

(Pause)

9:38.55

(Pause)

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9:39 exactly

(Pause)

b6
b7C

"I certify that the preceding is a true rerecording of the recorded conversation pertaining to the hijacking incident. This is [REDACTED] Deputy Chief, Jacksonville Tower."

FEDERAL BUREAU OF INVESTIGATION

1

Date October 12, 1971

On October 8, 1971, SA [redacted] received from [redacted] Chief, Jacksonville Air Route Control Center, Federal Aviation Administration, Hilliard, Florida, rerecordings of rerecorded radio and interphone contacts with the Atlanta Center, Jacksonville Traffic Control Center (TRACON) and Hawk Commander aircraft N9058N pertaining to N9058N incident as follows:

b6
b7C

	<u>Reel #</u>	<u>Side #</u>	<u>Start</u>	<u>Stop</u>
E-1 :	1	1	0727:35	0757:05
	1	2	0756:55	0826:30
	2	1	0826:20	0857:00
R-7 Radio/Radar:	3	1	0820:40	0851:25
	3	2	0851:05	0858:00
R-7 Interphone :	4	1	0818:00	0848:55
	4	2	0848:45	0858:00

On 10/8/71 at Hilliard, Florida File # JK 164-103
JK 120-288
by SA [redacted] -cdh Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

Date October 9, 1971

The following is a transcription of Reel 4, Side 1, which is further identified as a re-recording of the Jacksonville Air Route Traffic Control Center conversation between the interphone positions at the Jacksonville Air Traffic Control Center and other Federal Aviation Administration (FAA) facilities concerning Hawk Commander aircraft N9058N on the morning of October 4, 1971. The times expressed in the transmissions recorded on this tape is Greenwich Time (ZULU), which is a four hour difference than the actual time at Jacksonville, Florida, on the date in question.

The following is a verbatim transcription of this tape:

"This is a re-recording of the Jacksonville Air Route Traffic Control Center Interphone communication with Atlanta Center and Jacksonville TRACON on 4 October, 1971. I hereby certify that the following is a true re-recording of the recorded conversation pertaining to November 9058 November incident taken from Jacksonville Center, reel number 13, tract number 15. My name is [REDACTED] (phonetic), ATCS, Jacksonville Air Route Traffic Control Center, Hilliard, Florida.

b6
b7C

0823:00 R7 - Alma low

ZTL - Ten northwest of Vienna on code thirty-one hundred Commander nine zero five eight November one seven thousand

R7 - Radar contact (unintelligible)

ZTL - His ETA that he gave us for Jacksonville is zero nine one five zulu

R7 - Okay thank you

ZTL - Fuel until eleven twenty-eight zulu

On 10/9/71 at Jacksonville, Fla. File # JK 164-103
JK 120-288

by SA [REDACTED] :ppb Date dictated 10/9/71

JK 164-103
JK 120-288

0828:15 R7 - Commander five eight November the Jacksonville weather

N9058N - Alright sir go ahead

R7 This is a special observation clear visibility five and ground fog and smoke runway visual range for runway seven is four thousand feet and they have a one-point ah temperature dew point spread now

N9058N - Alright sir ah would it be too much trouble to find out what the spread was the last hour so I can have some idea what the trend's gonna be

R7 Roger it's been that way for at least three or four hours now. They've had a one-point spread. It's held five miles visibility.

0829:00 N9058N - Okay very good thank you

0837:00 N9058N - Ah Jax Center five eight November

R7 - Five eight November go ahead

N9058N - Alright sir ah we got kind a unusual situation here ah we're gonna need some uh, uh fuel at Jackson and ah we can't have anybody around except the fuel truck and a man fueling ah nobody else in the area ah we'll need flotation gear and ah if there's anyway possible I need some uh charts and approach plates for ah, for Freeport ah yeh we need jet fuel and if you can't I wish you could uh work out some kind of flight plan vector us uh to Freeport and we need to make sure there is nobody and I emphasize that nobody around the airplane except the ah fuel truck and the attendant.

R7 - Five eight November Jax copied all copied it all

N9058N - Alright ah will need flotation gear ah this is this is a ah this is an eight place airplane just make flotation gear for that will be sufficient

R7 - Five eight November wilco wilco

JK 164-103
JK 120-288

N9058N - Ah call me back on that if you can and let me know if ah there is going to be any delays at all and the fuel truck'll be waiting on us when we get there

R7 - Five eight November roger everything will be ready everything will be ready as specified

N9058N - Alright and alright they say to clear the area for at least two to three hundred yards around the airplane and make sure there is nobody around it

R7 - Five eight November copied copied

N9058N - Thank you sir

9839:00 R7 - You bet

0840:10 N9058N - Ah Center ah I have another unusual request ah two bottles of uh scotch

R7 - Five eight November understand

N9058N - Ah Chivas Twelve if you can get it ah and also on that routing I would prefer to stay over land as much as possible ah till we make ah a ah direct uh entry to Freeport there and if you could uh give me the mileage since I don't have the charts I would appreciate that so I can kinda figure some fuel here

0840:50 R7 - Five eight November we'll work on that and advise

0842:15 R7 - Five eight November the mileage to Freeport's three hundred and twenty nautical miles that's taking you over Palm Beach and then direct Freeport

N9058N - Okay three twenty nautical miles

R7 - That is correct

N9058N - Okay and ah hope you did uh get that we'll need some charts and could you get some weather on out that way

R7 - Affirmative I'll get uh the weather now

0842:45 N9058N - Roger

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JK 120-288

0843:00 N9058N - Ah Center ah five eight November we'd like an APU
uh for a uh restart if we get uh there at Jacksonville

0843:15 R7 - Five eight November copy on APU

0844:00 R7 - Commander nine zero five eight November descend
at pilot's discretion to maintain five thousand
Jacksonville altimeter two nine nine eight

0844:15 N9058N - Okay two nine nine eight and uh at our discretion
down to five thousand

0845:25 N9058N - Five eight November we're out of one seven for er
five thousand

0845:35 R7 - Five eight November

0850:05 R7 - Nine zero five eight November say altitude
N9058N - Im out at one four thousand

0850:20 R7 - Roger

0851:05 N9058N - Ah five eight November you showing traffic about
er our twelve about eleven thirty position
R7 - Affirmative about uh eleven o'clock and ten miles
northwestbound he'll pass five miles off to your
left it's a Delta jet climbing

0851:25 N9058N - Okay we got him he's got his light on

End of side 1, start of side number 2, reel number 3

Re-recording of the recorded conversation pertaining
to November 9058 November incident taken from the
Jacksonville Center, reel number 13, tract number 16

0851:05 N9058N - Ah five eight November you showing traffic about
our er twelve about eleven thirty position
R7 - Affirmative about uh eleven o'clock and ten miles
northwestbound he'll pass five miles off to your
left it's a Delta jet climbing

0851:25 N9058N - Okay we got him he's got his light on

JK 164-103
JK 120-288

0851:45 N9058N - You want to trade places Delta
DL592 - You going home
N9058N - Ah negative
DL592 - We got about uh seven more hours to go yeah we'll
trade got to haul those milk cans
N9058N - Say again
DL592 - We got to deliver all those milk cans
0852:20 N9058N- Yeah
0852:50 R7 - Nine zero five eight November contact Jacksonville
Approach Control one one eight point zero
0853:00 N9058N - Alright sir one one eight point zero

End of side two, reel number 3"

FEDERAL BUREAU OF INVESTIGATION

October 9, 1971

Date

The following is a transcription of Reel 3, Side 1, which is further identified as a re-recording of the Jacksonville Air Route Traffic Control Center conversation between Hawk Commander Aircraft N9058N on the morning of October 4, 1971. The times expressed in the transmissions recorded on this tape is Greenwich Time (ZULU), which is a four hour difference than the actual time at Jacksonville, Florida, on the date in question.

The following is a verbatim transcription of this tape:

"This is a re-recording of the Jacksonville Air Route Traffic Control Center's Air Ground communication with November 9058 November on 4 October, 1971. I hereby certify that the following is a true re-recording of the recorded conversation pertaining to subject incident taken from Jacksonville Center Reel number 131, tract number 16. My name is [redacted] (phonetic), ATCS, Jacksonville Air Route Traffic Control Center, Hilliard, Florida.

b6
b7C

0825:40 N9058N - Jacksonville Center Commander nine zero five eight November at one seven thousand

R7 - Commander nine zero five eight November Jacksonville Center at one seven thousand ident

N9058N - Got it

R7 - Commander five eight November the Alsea altimeter rising the Jacksonville altimeter two other altimeter eight

0826:00 N9058N - Niner niner eight

0826:25 N9058N - Ah Jacksonville Center five eight November ah can you tell me what your weather is at the airport please

0826:35 R7 - Standby one five eight November I'll check on the latest weather

On 10/9/71 at Jacksonville, Fla. File # JK 164-103
JK 120-288

by SA [redacted] :ppb Date dictated 10/9/71

JK 164-103
JK 120-288

R7 - Fuel until ah eleven twenty
ZTL Eleven twenty-eight zulu
R7 - Twenty-eight okay sir thank you
0823:30 ZTL - AS
0826:40 R7 - TRACON thirty-one how's the weather there
JAX TRACON - Right now it's clear with five ground fog and
uh smoke the particular RVR for particularly for
seven is got a fog bank across the four thousand
feet right now
R7 - RVR for runway seven is four thousand
JAX TRACON - Yeah and it's just on the uh western ridge of
the field there
R7 - Alright and uh what's your temperature and dew
point you have that
JAX TRACON - Ah he didn't put it on the special I'd have to
call for it it's ah last reported fifty-three
R7 - Aw go ahead and call him
JAX TRACON - Ah fiftyeight, fifty-seven
R7 - That's the latest
JAX TRACON - Yeah I can call him and get it for you
R7 - Yeh would you get it please
JAX TRACON - Alright
0827:30 R7 - Thank you
0828:10 R7 - thanks
JAX TRACON - Okay

JK 164-103

JK 120-288

0834:35 R7 Macon low six one Macon low five oh six
0834:40 ZTL - Go ahead
R7 - Got the strip on five eight November did you write
the time by Vienna line
ZTL - (unintelligible) just a second
R7 - Say again
ZTL - Hold on a second on five nine
0835:00 ZTL - He was by Vienna at two five twenty-five
(unintelligible)
0835:10 R7 - (unintelligible) two five
0848:25 ZTL - That other boy's still coming down in Jacksonville
R7 - Yeh he's still coming down south of Waycross now

End side 1, reel number 4

Start of side 2, reel number 4, re-recording of the
recorded conversation pertaining to November 9058 November
incident taken from Jacksonville Center, reel number 131,
tract 15.

0852:40 R7 - North thirty-one handoff
JAX TRACON - Go ahead
R7 - Forty northwest on vector five nine zero five
eight November will be descending to five
0852:55 JAX TRACON - Five eight November is radar
0858:00 End of side 2, reel number 4

JK 164-103

I. FBI LABORATORY AND IDENTIFICATION
DIVISION EXAMINATIONS

FEDERAL BUREAU OF INVESTIGATION

Date October 8, 19711

Post-mortem major case fingerprints of the following individuals were obtained by SA [redacted] and SA [redacted] at the Medical Examiners Office, Duval County Morgue, 2100 Jefferson Street, Jacksonville, Florida:

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b7C

- 1) GEORGE MALLERY GIFFE, JR., white male,
date of birth July 11, 1937
- 2) SUSAN LAKICH GIFFE, white female,
date of birth November 6, 1945
- 3) BRENT QUINTON DOWNS, white male,
date of birth February 26, 1942

These fingerprints have been recorded and have been made part of the exhibit section of this file.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] RBG:jcb Date dictated 10/5/71

FEDERAL BUREAU OF INVESTIGATION

1

Date October 12, 1971

On October 8, 1971, I received from CARL H. WELLS, M.D., Medical Examiner, 2100 Jefferson Street, Jacksonville, Florida, the following items of evidence:

Items received from the body of GEORGE M. GIFFE, JR. on October 5, 1971:

1. A bullet and small fragment of metal recovered from between the skull and the scalp in the left parietal area;
2. A piece of metal recovered from the left parietal portion of the brain;
3. Tissue removed from the right side of the bullet wound of the scalp in the right parietal area.

Items recovered from the body of SUSAN LAKICH GIFFE on October 5, 1971:

1. Bullet recovered from just beneath the skin in the left posterior axillary line 2 inches below the top of the left armpit;
2. Bullet recovered from the left posterior parietal portion of the brain just beneath the skull;
3. Portion of bullet recovered lying free in the left pleural cavity;
4. Portion of bullet recovered from just beneath the skin at the lower portion of the left breast.

On 10/8/71 at Jacksonville, Florida File # JK 164-103
JK 120-288
by SA b6
b7C :cdh Date dictated 10/12/71

FEDERAL BUREAU OF INVESTIGATION

Date October 12, 1971

1

On October 8, 1971, I personally hand carried the following described items of evidence on board National Airlines Flight 492 from Jacksonville, Florida, to Washington, D.C., and personally delivered said evidence to Special Agent Firearms Unit, FBI Laboratory, Washington, D.C., on the same date.

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b7C

Items removed from GEORGE M. GIFFE, JR.:

1. Bullet and small metal fragment from skull and scalp;
2. Metal fragment from brain;
3. Tissue from right side of wound on the head.

Items removed from SUSAN GIFFE:

1. Bullet located next to left armpit;
2. Bullet from left portion of brain;
3. Portion of bullet from chest area;
4. Portion of bullet from below left breast.

Items removed from aircraft:

1. Nine millimeter automatic pistol, Serial Number 151170 Walther;
2. Seven spent shells;
3. Magazine clip containing seven bullets, .380 caliber;
4. Envelope containing (a) Belgium automatic pistol, Serial Number 53784 and (b) magazine clip containing fourteen live rounds of ammunition nine millimeter caliber;
5. A bullet found on the floor under pilot's left rudder pedal.

On 10-8-71 at Jacksonville, Florida File # JK 120-288
JK 164-103

by SA :cdh/kgn Date dictated 10-12-71

JK 120-288

JK 164-103

2

6. A bullet found resting on pilot's right thigh;
7. A bullet fragment found on the floor in front of left side seat of aircraft;
8. A bullet fragment found in rear seat under victim SUSAN GIFFE.

JK 164-103

FAB:nme

1

AT WASHINGTON, D. C.

The Latent Fingerprint Section of the Identification Division, Federal Bureau of Investigation, advised on October 9, 1971, that one latent impression of a fingerprint or a palm print was found to be present on Browning Pistol 53784.

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b7C

It was found that this impression was not identical to the fingerprints of six individuals with the name [REDACTED] five individuals with names similar to GEORGE M. GIFFE, JR.; BRENT QUINTON DOWNS, date of birth February 20, 1942, in Shelbyville, Tennessee. No fingerprints could be located for SUSAN GIFFE or [REDACTED]

On October 10, 1971, it was determined that the previously reported latent impression, as described above, was not identical to the submitted fingerprints or palm prints of GEORGE MALLORY GIFFE, JR., SUSAN L. GIFFE, [REDACTED] DOWNS or [REDACTED]

The submitted fingerprints were being searched at this time in the Main Fingerprint File of the Identification Division of the Federal Bureau of Investigation.

On October 13, 1971, the submitted major case fingerprints of GEORGE MALLORY GIFFE, JR., [REDACTED] SUSAN L. GIFFE, BRENT QUINTON DOWNS and [REDACTED] were searched in the Identification Division files but no prior arrest records were located.

On October 9, 1971, the Federal Bureau of Investigation Laboratory advised that an examination of the evidence transmitted to the Federal Bureau of Investigation Laboratory by SA [REDACTED] on October 8, 1971, resulted in the following:

The bullet from the skull of GEORGE M. GIFFE, JR.; the bullet from near the left armpit and bullet from the brain of SUSAN GIFFE; the bullet resting on the pilot's right thigh; and the seven cartridge cases from the floor of the aircraft were all identified as being fired by the 9 Millimeter Walther, Serial Number 151170S.

JK 164-103

2

The remaining bullets and metal fragments do not bear sufficient individual microscopic marks for identification purposes.

Flakes of unburned gunpowder were found on tissue from the head of GEORGE M. GIFFE, JR. These flakes did not form a definite pattern, which precludes making an accurate muzzle-to-head distance determination.

Although the 9 Millimeter Browning, Serial Number 53784, has been fired since it was last cleaned it was not possible to determine the length of time since it was last fired.

JK 164-103

J. FEDERAL AVIATION ADMINISTRATION REPORT
OF INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

Date October 12, 1971

[redacted] Principal Maintenance Inspector, Federal Aviation Administration, General Aviation District Office, Craig Airport, telephone number [redacted] Jacksonville, Florida, made available a copy of a report relating the results of his inspection of aircraft, Aero Commander, N9058N, on October 4, 1971, and which is attached hereto. [redacted] also informed he would not be able to provide a monetary estimate of damage to said aircraft.

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b7c

On 10-12-71 at Jacksonville, Florida File # JK 164-103
JK122-88
by SAs [redacted] in _____ Date dictated 10-12-71

JK 164-103

K. AUTOPSY REPORTS ON BRENT QUINTON DOWNS,
GEORGE MALLORY GIFFE, JR., AND SUSAN
LAKICH GIFFE

FEDERAL BUREAU OF INVESTIGATION

1

Date October 14, 1971

The body of a white male, later identified as BRENT Q. DOWNS, was examined at the Duval Morgue, Jacksonville, Florida, on October 4, 1971. He had been brought to the Duval Morgue after having been pronounced dead by [redacted]

b6
b7C

[redacted] The time of death was determined to be 8:30 AM, October 4, 1971.

The clothing from the body was removed and is as follows:

1. Blue plaid sport shirt.
2. White T shirt.
3. Green boxer type undershorts.
4. Black belt.
5. Blue gray trousers.
6. Black socks.
7. Black shoes.

Removed from the left wrist was a Bulova gold colored wrist watch and removed from the left ring finger was a gold colored wedding ring.

An examination of the body reflected the following wounds:

1. Chest Region:

- (A) An exit type gunshot wound in the left chest two and a half inches above the left nipple.

2. Right Hand:

- (A) A small cut on the right thumb.

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by SA [redacted] :cdh Date dictated 10/4/71

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2

3. Right Upper Leg:

- (A) An open gunshot type wound three inches in length located four inches above the right knee cap.

4. Back:

- (A) Gunshot entrance type wound located nine inches below the neckline and one and a half inches to the right of the center back line.

The body was described as that of a white, male, age 29, 66 inches tall, weight 149 pounds, hair brown, eyes brown, complexion fair.

C. B. I. CRIME LAB

Name BRENT Q. DOWNS

Age 29

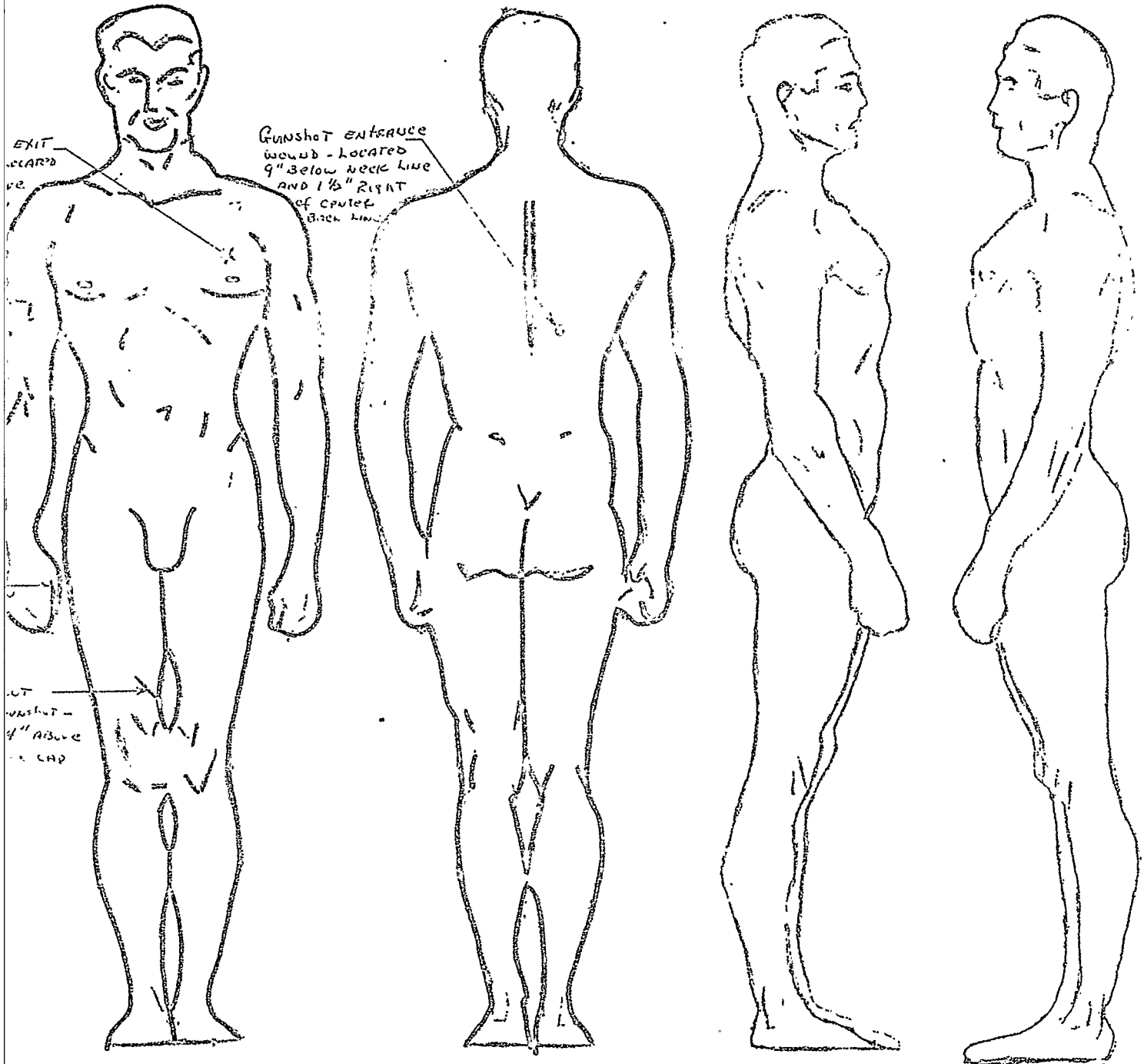
Race White

Sex Male

Place Viewed Duval Morgue

Date October 4, 1971

Remarks Appeared to be gunshot in right back, exit-left chest-
gash type wound right leg above knee.



O-Entrance

X-Exit

RIGHT

LEFT

Signed _____

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

The body of a white male was examined in the presence of [redacted] Emergency Room, Duval Medical Center, Jacksonville, Florida. [redacted] stated that this body was brought to the Emergency Room by an emergency unit of the Duval County Fire Department and was declared dead on arrival at 6:30 AM, October 4, 1971.

b6
b7C

The body was examined to establish identity. The only items contained on the body which would lead to his identification were the following:

1. A gold colored college class ring containing on the outside the inscription Peabody College, 1963 MA. This ring contained a stone containing the three letters BBB. Located inside the ring were the initials G.M.G. This ring was located on the right ring finger.
2. Located on the left ring finger was a gold colored wedding ring with the inscription inside S.G.L. to G.M.G. 12-21-68.
3. Located around the neck was a silver colored chain with medallion attached. The medallion contained a brown, plastic center insert of a crab. The word Cancer was written above the plastic insert.
4. One comb.
5. Two metal fingernail clippers, brand name Trim.
6. One penny, United States currency.

[redacted] stated the body was of a white, male, approximately 6'1" tall, weighing 250 pounds, hair brown, eyes brown. There were no tattoos located on the body but there was a mark on the left wrist left by what appeared to be a wrist watch. No wrist watch was located on the body.

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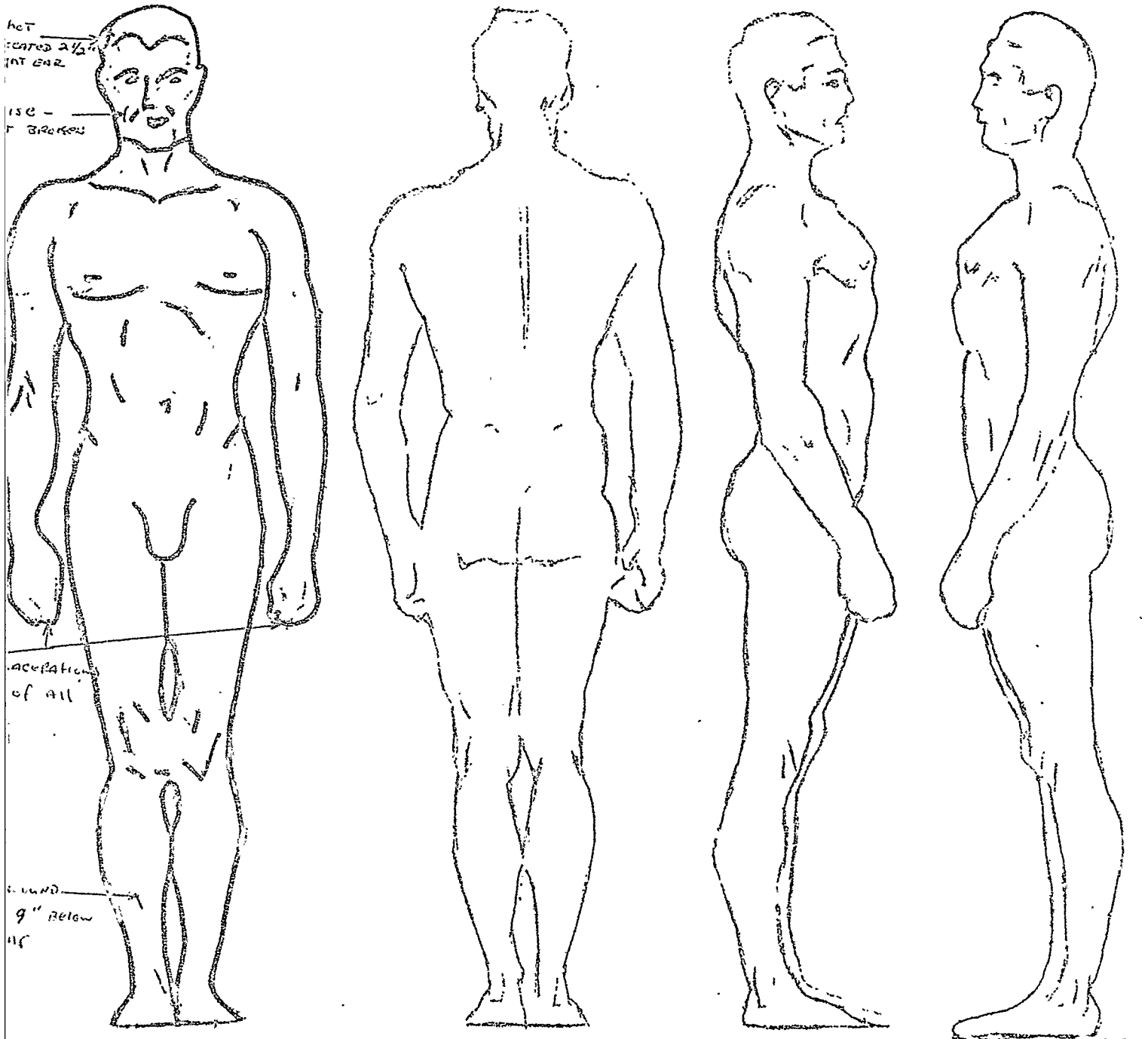
C. B. I. CRIME LAB

Name GEORGE M. GIFT, JR.

Age _____ Race White Sex Male

Place Viewed Duval Morgue Date October 4, 1971

Remarks Two and a half inch hole above right ear - appeared to be entrance and exit wound.



O-Entrance

X-Exit

Signed

-135-7

U.S.A. F.B.I.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1

Date October 14, 1971

The body of a white male, later identified as GEORGE M. GIFFE, JR., was examined at the Duval Morgue, Jacksonville, Florida, on October 4, 1971. He had been brought to the Duval Morgue after having been declared dead by [redacted] at 6:30 AM, October 4, 1971.

b6
b7C

The clothing from the body was removed and is as follows:

1. A camouflage jacket.
2. A black banlon shirt with red neck trim.
3. Red bandana handkerchief tied around the neck.
4. Black socks.
5. Gray plaid trousers.
6. Yellow green plaid boxer type undershorts.

An examination of the body reflected the following wounds:

1. The head:
 - (a) Two and a half inch circular gunshot type wound believed to be both entrance and exit located two and a half inches above the right ear;
 - (b) One and a half inch deep bruise on the right cheek.
2. Hands:
 - (a) Small lacerations on the tips of all ten fingers.
3. Right leg:

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- (a) A one inch laceration on the right shin located nine inches below the knee cap.

The body was described as that of a white, male, age unknown, height 6'2", weight 230 pounds, hair brown, eyes brown, complexion fair.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 15, 1971

The body of a white female, later identified as SUSAN L. GIFFE, was examined at the Duval Morgue, Jacksonville, Florida. She had been brought to the Duval Morgue after having been declared dead at 8:30 AM, October 4, 1971 by [redacted] Duval Medical Center, Emergency Room, Jacksonville, Florida.

b6
b7C

The clothing from the body was removed and was as follows:

1. Gray cloth figured dress with yellow and white print.
2. White midriff uplift bra, size 36C. (It was noted the wire frame located in the bottom portion of the bra on the left side was imbedded in the flesh).
3. Brown colored pantyhose.
4. Pink bikini type panties.
5. Brown and tan suede sandals.

The following items of jewelry and/or personal items were removed from the body:

1. White and gold colored wedding ring located on the left ring finger.
2. White colored metal wedding ring bearing the inscription G.M.G. to S.G.L. 12-21-68. This ring was on the left ring finger.
3. White colored metal ring with one clear stone, located on the left ring finger.
4. White colored metal ring with a cluster of 19 clear stones located on the right ring finger.

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5. One gold colored earring located in the right ear lobe.
6. Gold colored metal wrist watch bearing brand name "Stieff" with bracelet of gold colored metal. The face of the watch was encircled by 20 clear colored stones.
7. One brown plastic hair barrett attached to the hair.

An examination of the body reflected the following wounds:

1. A gunshot wound in the right temple which was one inch above the corner of the right eye. Powder burns were noted on the skin around the wound.
2. Chest area:
 - (a) One gunshot wound in the upper right arm adjacent to the armpit which appears to be an entrance type wound. This also could be an exit wound as well as entrance. A burn type mark on the outside of the armpit indicating the bullet seared the skin as it passed by;
 - (b) Entrance type wound was located in the chest. Powder burns noted on skin. This projectile did not exit and is located five inches above the right nipple.
 - (c) An entrance type wound located in the left center chest area three inches to the right of the left nipple. (This is the wound the bra spring was imbedded into.)
 - (d) Two exit type wounds located two and a half inches below the left nipple.
3. Left arm:
 - (a) A burn type wound possibly caused by an exiting bullet that did not break the skin on the inside of the left bicep muscle.

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3

4. Left hand:

- (a) An entrance and exit gunshot wound in the third joint of the left index finger. The projectile passed completely through the finger and severed the bone. (Powder burns were noted on the finger).

5. A small wound approximately a quarter of an inch was located on the right lower lip halfway between the chin and mouth.

The body was described as that of a white, female, age 25, weighing 128 pounds, 68 inches tall, hair brown, eyes brown, complexion fair.

C. B. I. CRIME LAB

Name SUSAN L. GIFFE

Age 25

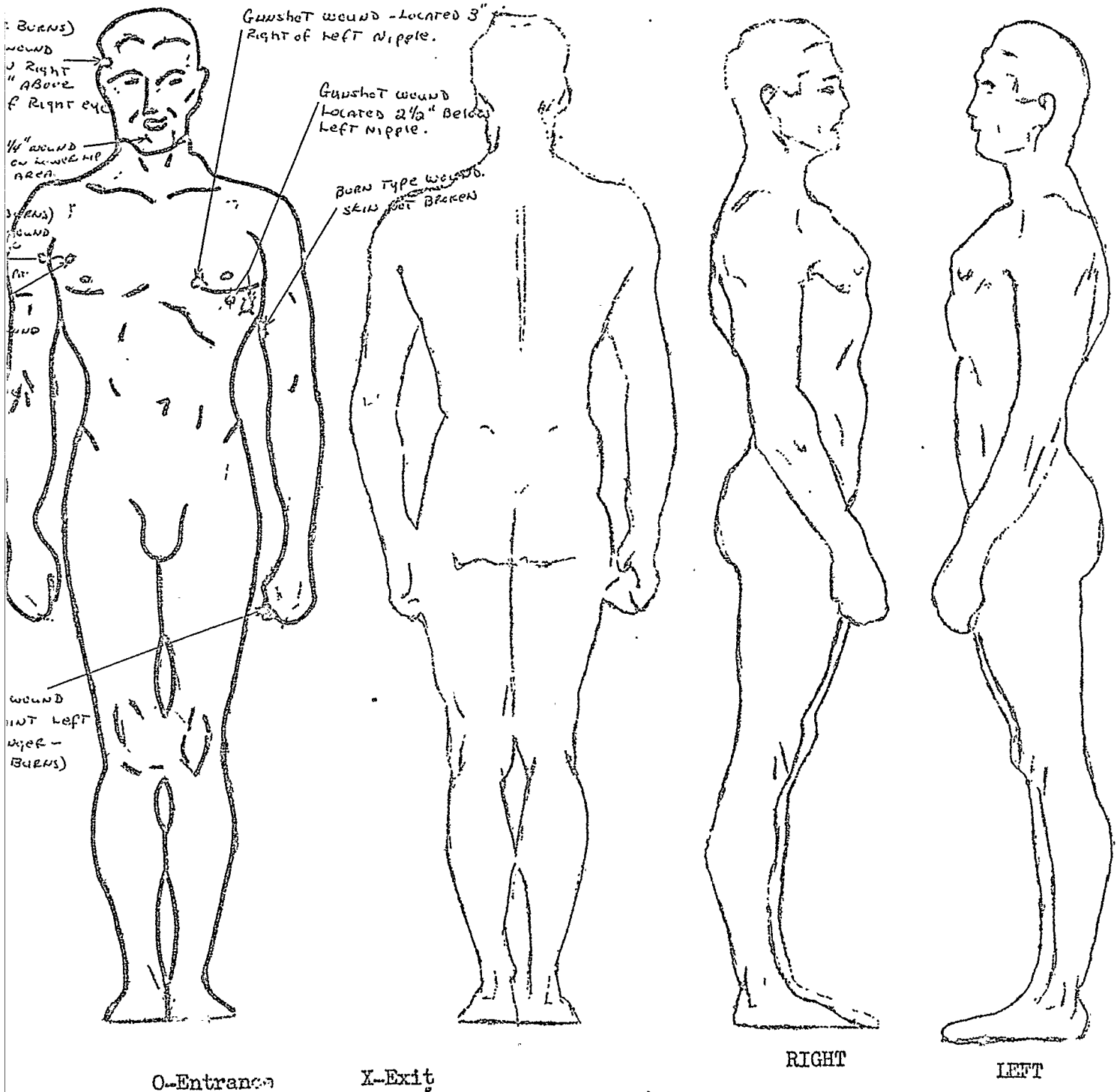
Race White

Sex Female

Place Viewed Duval Morgue

Date October 4, 1971

Remarks Appeared to have gunshot wounds in right arm and shoulder, left chest and right side of head - left index finger.



Signed _____

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FEDERAL BUREAU OF INVESTIGATION

1

Date October 14, 1971

The following items were removed from the pockets of the clothing of a white male identified as BRENT Q. DOWNS:

1. A money clip, alligator type leather, containing two \$1.00 bills.
2. A brown leather key case containing five keys.
3. One white handkerchief.
4. A plastic triangular case containing three Tums.
5. One container of lip ice.
6. Pocket comb.
7. Metal fingernail clippers.
8. Small pocket knife.
9. Key ring containing five keys.
10. Men's leather billfold.
 - (a) One NAA Club Card Number 245, in the name BRENT Q. DOWNS;
 - (b) A Mutual of Omaha Insurance Card, under the name, BRENT Q. DOWNS;
 - (c) Two gasoline credit cards, Esso, Amoco, under the name BRENT Q. DOWNS;
 - (d) One BankAmericard, BRENT Q. DOWNS;
 - (e) A key number E61002;
 - (f) Four business cards BRENT Q. DOWNS;
 - (g) A blank deposit slip;

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by SA b6
b7C :cdh Date dictated 10/8/71

- (h) Five gasoline credit cards, Gulf, Texaco, Phillips 66, Shell, Esso, under the name Big Brothers Aircraft, Incorporated;
- (i) One \$100.00 bill, 1969 series, Serial Number F01032124A;
- (j) A piece of paper containing the wording Blue Check 1703 Dash 3525 Cart Burke Cormel Plan, Gun City 3835 - Brown 3830 - Grey;
- (k) Two credit cards, Sears and American Express;
- (l) Social Security Card Number 410-66-1642;
- (m) A real estate license in the name BRENT Q. DOWNS;
- (n) A Selective Service Registration Card Number 40-2-42-41;
- (o) A Tennessee fishing license BRENT Q. DOWNS;
- (p) Telephone credit card;
- (q) Tennessee State Operator's License Number 3064497, in the name of BRENT Q. DOWNS;
- (r) Pilot's License and Radio Operator's License under the name BRENT Q. DOWNS;
- (s) A medical certificate with a first class rating under the name BRENT Q. DOWNS.

Also removed from the body of BRENT Q. DOWNS was:

1. Bulova gold colored wrist watch.
2. Gold colored wedding ring.

All of the items listed above were returned to on October 4, 1971.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1

Date October 15, 1971

The personal effects of SUSAN L. GIFFE were turned over to her brother, [REDACTED] on October 5, 1971 and a receipt was obtained. The following are the items turned over to [REDACTED] b6 b7C

1. One brown plastic hair barrette.
2. One gold colored metal earring.
3. One white and gold colored metal wedding type ring.
4. One white metal wedding type ring.
5. One white metal cocktail type ring containing 19 clear stones.
6. One white colored metal ring solitaire type containing one clear stone.
7. One gold colored metal wrist watch with metal band bearing brand name Stieff, containing 20 clear stones encircling the face.

On 10/5/71 at Jacksonville, Florida File # JK 164-103

by SA [REDACTED] :cdh Date dictated 10/12/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

CARL H. WELLS, M.D., Medical Examiner, 2100 Jefferson Street, Jacksonville, Florida, completed an autopsy of BRENT QUINTEN DOWNS, white, male, age 29, 620 Paces Ferry Road, Nashville, Tennessee, on October 5, 1971. Doctor WELLS made available a copy of the autopsy report relating to BRENT QUINTEN DOWNS and addressed to Mr. T. EDWARD AUSTIN, State Attorney, Court House, Jacksonville, Florida, which is attached hereto. A receipt for the autopsy report was made available to Doctor WELLS.

On 10/13/71 at Jacksonville, Florida File # JK 164-103
by SA b6 :cdh Date dictated 10/14/71
b7C

MEDICAL EXAMINER'S OFFICE

2100 JEFFERSON STREET

JACKSONVILLE, FLORIDA 32206

October 4, 1971

Mr. T. Edward Austin
State Attorney
Court House
Jacksonville, Florida

RE: Brent Quinten Downs, WM
620 Paces Ferry Road
Nashville, Tennessee

AGE: 29

Dear Mr. Austin:

On Monday, October 4, 1971 at 2:30 p.m., I performed an autopsy on Brent Quinten Downs at the Medical Examiner's Office.

The body is that of Brent Quinten Downs, wm, age 29, 620 Paces Ferry Road, Nashville, Tennessee, who was brought to the Medical Examiner's Office on October 4, 1971 at 8:40 a.m. by Key McCabe ambulance. This individual was pronounced dead on arrival at Duval Medical Center on October 4, 1971 at 8:30 a.m. by [redacted] M. D. Special Agent, F.B.I. [redacted] investigated this case.

b6
b7c

The body is identified to Carl H. Wells, M. D. (October 4, 1971 at 1:03 p.m.) as Brent Q. Downs, by [redacted] friend, [redacted]
[redacted]

The body is identified to Carl H. Wells, M. D. (October 4, 1971 at 2:05 p.m.) as Brent Downs, by [redacted] employer, [redacted]
[redacted]

The body is that of an unembalmed white male measuring 65 inches in length and weighing approximately 155 pounds. External examination reveals a 1/4 of an inch rounded opening surrounded by a rim of abrasion appearing to be a bullet wound of entrance in the right back 1 1/2 inches to the right of the midline and 9 inches downward from the lower back of the neck. An irregular 5/16 of an inch opening is present in the left upper anterior chest 2 1/2 inches above the left nipple appearing to be a bullet wound of exit and this is surrounded by an area of contusion measuring approximately 2 inches in diameter. An irregular superficial opening, appearing to be a bullet laceration, is present in the lower third of the anterior and medial right thigh with a rim of abrasion at its upper portion. This extends downward and to the left with the upper part measuring 2 inches in length by 1/2 of an inch in width and the lower portion 3/4 of an inch in length by 1/2 of an inch in width. A 1/2 of an inch area of skin remains between these two openings. There is some bleeding in the white portion of the left eye. There are no other identifying signs or evidence of significant recent or old body trauma.

The body is opened by the usual shoulder to xiphoid to shoulder and xiphoid to pubis incisions. The sternum is removed. Blood is present in the pericardial sac and the left pleural cavity. Through and through bullet

Mr. T. Edward Austin

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October 4, 1971
Brent Quinten Downs

openings are present through the descending thoracic aorta, through the left ventricle and left auricle of the heart and through the upper lobe of the left lung. Sections through the coronary arteries show no appreciable sclerosis. The myocardium shows no evidence of any recent or old myocardial infarction. There is severe contusion of the lower lobe of the right lung which extends through approximately one-half of its thickness while the upper portion shows moderately severe congestion. The right lung is pink and hypocrepitant. Frothy hemorrhagic fluid is present throughout the bronchi. A tract extends between the bullet wound of entrance in the right back and the bullet wound of exit in the left upper anterior chest through the tenth thoracic vertebra, through the descending thoracic aorta, through the left ventricle and the left auricle of the heart, through the upper lobe of the left lung, through the second interspace and the upper border of the third costal cartilage on the left, through the muscles of the anterior chest to the bullet wound of exit. The tract of this bullet is from back to front, from right to left and slightly upward. Sections through the abdominal organs show no significant gross abnormality.

A specimen of blood is removed and submitted to the Florida State Board of Health for chemical analysis.

The chemical report from the Florida State Board of Health is as follows:

Blood alcohol: none detected

CAUSE OF DEATH: Hemorrhage into pericardial sac and left pleural cavity,
due to bullet lacerations of aorta, heart and left lung,
due to gunshot wound of chest

Very truly yours,

Carl H. Wells, M.D.

Carl H. Wells, M. D.
Medical Examiner

CHW:gcl
ME-15326

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

CARL H. WELLS, M.D., Medical Examiner, 2100 Jefferson Street, Jacksonville, Florida, completed an autopsy of GEORGE M. GIFFE, JR., white, male, age 34, Bavarian Apartments, Nashville, Tennessee, on October 5, 1971. Doctor WELLS made available a copy of the autopsy report relating to GEORGE M. GIFFE, JR. and addressed to Mr. T. EDWARD AUSTIN, State Attorney, Court House, Jacksonville, Florida, which is attached hereto. A receipt for the autopsy report was made available to Doctor WELLS.

On 10/13/71 at Jacksonville, Florida File # JK 164-103
by SA :cdh Date dictated 10/14/71 b6
b7C

MEDICAL EXAMINER'S OFFICE

2100 JEFFERSON STREET
JACKSONVILLE, FLORIDA 32208

October 5, 1971

Mr. T. Edward Austin
State Attorney
Court House
Jacksonville, Florida

RE: George M. Giffe, Jr., WM
Bavarian Apartments
Nashville, Tennessee
AGE: 34

Dear Mr. Austin:

On Tuesday, October 5, 1971 at 11:20 a.m., I performed an autopsy on George M. Giffe, Jr. at the Medical Examiner's Office.

The body is that of George M. Giffe, Jr., wm, age 34, Bavarian Apartments, Nashville, Tennessee, who was brought to the Medical Examiner's Office on October 4, 1971 at 9:15 a.m. by Key McCabe ambulance. This individual was pronounced dead on arrival at the Duval Medical Center on October 4, 1971 at 6:30 a.m. by [redacted] M. D. Special Agent, F.B.I. [redacted] investigated this case. b6 b7C

The body is identified to Carl H. Wells, M. D. (October 5, 1971 at 12:01 a.m.) as George Giffe, by [redacted] acquaintance, [redacted] and [redacted] acquaintance, [redacted]

The body is that of an unembalmed white male measuring 74 inches in length and weighing approximately 255 pounds. External examination reveals an irregular opening in the right parietal area of the scalp measuring 2 1/2 inches up and down by 1 1/4 inches in greatest width. The lower border of this is situated 2 3/4 inches above the top of the right ear and it extends upwards and backwards to 1 1/2 inches from the midline of the top of the head. No powder burns are visible around this opening. An area of abrasion measuring up to 1/2 of an inch in greatest dimension is present at the lower border of this opening. This appears to be a gunshot wound of entrance. There is an up and down abrasion of the right cheek with its upper edge 1 1/4 inches to the right of the lower right side of the nose. This measures 1 1/8 inches in length and up to 1/8 of an inch in greatest width. There appears to be three small abrasions of the mucous membrane of the lower lip and one in the mucous membrane of the upper lip on the right side and these measure up to 3/16 of an inch in greatest dimension. A 1 x 3/4 of an inch area of discoloration appearing to be a bruise is present on the right side of the face 1 1/4 inches lateral and downward from the right eye. A 1 x 3/16 of an inch up and down abrasion is present on the middle of the right lower leg over the shin and this is surrounded by a 2 x 1 1/2 inch area of contusion primarily below the abrasion. There are no other identifying signs or evidence of significant recent or old body trauma.

The body is opened by the usual shoulder to xiphoid to shoulder and xiphoid

Mr. T. Edward Austin

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October 5, 1971
George M. Giffe, Jr.

to pubis incisions. The sternum is removed. A normal amount of fluid is present in all body cavities. Examination of the heart shows no appreciable coronary artery sclerosis and the myocardium appears normal throughout. The lungs show moderate congestion with the bronchi clear. The liver appears somewhat enlarged and pale. The spleen is enlarged and congested. The remainder of the abdominal organs are sectioned and show no significant gross abnormality.

A mastoid to crown to mastoid incision is made for examination of the brain. The scalp is reflected. A somewhat distorted bullet is recovered from between the scalp and the skull in the left upper parietal area. This bullet is recovered and is now in my possession. A small piece of metal is located in the same area. There is a large amount of hemorrhage over the entire top undersurface of the scalp. Numerous fractures are present throughout both parietal portions of the top of the skull and there is a defect with numerous small fragments of bone in the left upper parietal portion beneath the point where the bullet is recovered. A portion of the skull is removed revealing a tract to extend through the right parietal portion of the brain and the left upper parietal portion of the brain. There is a large amount of hemorrhage and tissue damage through this area of this tract and the tract is from right to left and from front to back and upward. A small piece of metal is recovered from the brain tissue in the left parietal area and this is now in my possession. Sections through the brain show no other significant gross abnormality other than the lacerations and hemorrhage in the upper parietal portion.

Specimens of blood and bile are removed and submitted to the Florida State Board of Health for chemical analysis.

The chemical report from the Florida State Board of Health is as follows:

Blood alcohol: 0.16%

Bile narcotics: none detected

CAUSE OF DEATH: Cerebral lacerations with numerous fractures of the skull, due to gunshot wound of head

Very truly yours,

Carl H. Wells, M.D.

Carl H. Wells, M. D.
Medical Examiner

CHF:lc
ME-15328

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

CARL H. WELLS, M.D., Medical Examiner, 2100 Jefferson Street, Jacksonville, Florida, completed an autopsy of SUSAN LAKICH GIFFE, white, female, age 25, 4122 Moss Rose Drive, Nashville, Tennessee, on October 5, 1971. Doctor WELLS made available a copy of the autopsy report relating to SUSAN LAKICH GIFFE and addressed to Mr. T. EDWARD AUSTIN, State Attorney, Court House, Jacksonville, Florida, which is attached hereto. A receipt for the autopsy report was made available to Doctor WELLS.

On 10/13/71 at Jacksonville, Florida File # JK 164-103
by SA :cdh 10/14/71
b6
b7C Date dictated

MEDICAL EXAMINER'S OFFICE

2100 JEFFERSON STREET

JACKSONVILLE, FLORIDA 32206

October 5, 1971

Mr. T. Edward Austin
State Attorney
Court House
Jacksonville, Florida

RE: Susan Lakich Giffe, WF
4122 Moss Rose Drive
Nashville, Tennessee

AGE: 25

Dear Mr. Austin:

On Tuesday, October 5, 1971 at 10:45 a.m., I performed an autopsy on Susan Lakich Giffe at the Medical Examiner's Office.

The body is that of Susan Lakich Giffe, wf, age 25, 4122 Moss Rose Drive, Nashville, Tennessee, who was brought to the Medical Examiner's Office on October 4, 1971 at 8:40 a.m. by Key McCabe ambulance. This individual was pronounced dead on arrival at Duval Medical Center on October 4, 1971 at 8:30 a.m., by [redacted] M. D. Special Agent, F.B.I. [redacted] b6 b7C [redacted] investigated this case.

The body is identified to Carl H. Wells, M. D. (October 4, 1971 at 11:55 p.m.) as Susan L. Giffe, by [redacted] brother, [redacted]

[redacted] friend, [redacted]
[redacted] and [redacted] uncle, [redacted]
[redacted]

The body is that of an unembalmed white female measuring 65 1/2 inches in length and weighing approximately 128 pounds. External examination reveals several openings and areas of abrasion to the body which appear to be the result of bullet wounds: (1) a 1/2 x 5/8 of an inch somewhat rounded opening surrounded by a rim of abrasion appearing to be a bullet wound of entrance situated in the right upper anterior chest at the level of and 5 inches to the right of the suprasternal notch. A 1/2 x 3/8 of an inch abrasion is present lateral to this opening at the connection of the right arm to the chest and another abrasion measuring 1/2 of an inch in diameter is present on the anterior lateral surface of the right upper arm with these two abrasions in line with the bullet wound of entrance and appearing to be areas grazed by the bullet before entering the chest. (2) a 1/4 of an inch rounded opening surrounded by a rim of abrasion and by a 1 inch black area of powder burns is present in the right temple 1 inch above and slightly behind the lateral portion of the right eyebrow. This appears to be a close or contact bullet wound of entrance. (3) a somewhat irregular 3/4 of an inch opening surrounded by a rim of abrasion appearing to be a bullet wound of entrance, situated medial to the lower inner portion of the left breast 1 1/2 inches to the left of the midline. No powder burns are visible around this opening. A 1/4 x 3/16 of an inch abrasion extends upward from this opening and a 1/2 x 1/4 of an inch abrasion extends downward from this opening. (4) a 1/4 of an inch somewhat irregular rounded opening is present in the lower portion of the left breast appearing

October 5, 1971
Susan Lakich Giffe

to be a bullet wound of exit. There is considerable bruising of the skin between openings (3) and (4). (5) an irregular $3/16$ of an inch opening in the lower portion of the left breast 1 inch lateral to (4) appearing to be a bullet wound of exit. There is a $1/2 \times 3/16$ of an inch abrasion on the inner portion of the lower third of the left upper arm which appears to have been caused by a projectile exiting through wound (4) or (5). (6) a $5/8 \times 5/16$ of an inch irregular opening appearing to be a bullet wound of entrance situated in the proximal portion of the back of the index finger of the left hand. There is speckling of powder burns over an area of 2×2 inches involving the proximal portion of the index and middle fingers of the left hand and the knuckles of the back of the left hand of these two fingers. (7) an irregular $7/8 \times 1/2$ of an inch opening situated on the palmar surface of the proximal part of the left index finger appearing to be a bullet wound of exit. An extremely superficial $1/8 \times 1/16$ of an inch abrasion is present on the anterior chin just to the right of the midline and $1/4$ of an inch below the mucous membrane. A bullet is located just beneath the skin in the left posterior axillary line 2 inches below the top of the left armpit. This bullet is recovered and is now in my possession. A $1 1/2$ inch area of bruising of the skin is present around this bullet. Several areas of discoloration appearing to be bruises are present: (A) measuring $3/8$ of an inch in diameter over the upper lateral portion of the left hip bone. (B) measuring $1/2$ of an inch in diameter over the right shin bone at the junction of the middle and lower third, (C) a $3/8$ of an inch rounded area on the inner aspect of the left lower leg 5 inches above the bottom of the heel, (D) measuring $1/4$ of an inch on the inner aspect of the calf of the left leg with its center $7 3/4$ inches above the left heel, and (E) measuring $5/8$ of an inch in greatest dimension on the inner aspect of the calf of the left leg with its center portion $8 1/4$ inches above the left heel. There are no other identifying signs or evidence of significant recent or old body trauma.

The body is opened by the usual shoulder to xiphoid to shoulder and xiphoid to pubis incisions. The sternum is removed. Blood is present in the pericardial sac and both pleural cavities. Through and through bullet openings are present through the pulmonary artery where it joins the heart, the upper portion of the right ventricle, the lower portion of the left ventricle, the right lung and the left lung. A tract extends between bullet wound of entrance (1) in the right upper anterior chest to the point where the bullet is located in the left posterior axillary line through the muscles of the upper anterior chest through the second interspace on the right between the costal cartilages, through the upper lobe of the right lung, through the pulmonary artery and upper portion of the right ventricle of the heart, through the upper lobe of the left lung, through the fourth rib on the left, through the muscles of the left chest to just beneath the skin in the posterior axillary line on the left. The tract of this bullet is from right to left, from front to back and downward. Three separate tracts extend from the bullet wound of entrance (3) in the left lower

Mr. T. Edward Austin

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October 5, 1971
Susan Lakich Giffe

anterior chest. One tract extends through the fifth left costal cartilage and rib, through the left ventricle of the heart just above the apex, through the lower lobe of the left lung, and a fragment of bullet is found lying free in the left pleural cavity. This fragment of bullet is recovered and is now in my possession. This tract is from front to back, from right to left and downward. Tracts extend between the bullet wound of entrance (3) in the left anterior chest, just beneath the skin through the exit wounds (4) and (5) in the lower portion of the left breast. A fragment of a bullet is recovered from just beneath the skin in the area of these two exit wounds (4) and (5). This fragment is now in my possession. Examination of the heart shows it to be normal in size, shape and configuration and on section shows no significant gross abnormality other than the bullet lacerations described above. Both lungs are collapsed and congested. The abdominal organs are sectioned and show no significant gross abnormality. The uterus is firm with the lining smooth. The stomach contains only a small amount of undigested food material.

A mastoid to crown to mastoid incision is made for examination of the brain. The scalp is reflected revealing blackening of the undersurface of the scalp around the bullet wound of entrance in the right temple. There is hemorrhage into the right temporal muscles and considerable hemorrhage in the left posterior parietal area. The skull cap is removed showing an irregular defect measuring up to $\frac{5}{8}$ of an inch in greatest dimension to be situated in the left posterior parietal portion of the skull 3 inches to the left of the midline. The edges are beveled outward. A flattened bullet is located just beneath this opening in the left parietal portion of the brain. This bullet is recovered and is now in my possession. The tract of this bullet is from right to left, from front to back and upward through the temporal and parietal lobes of the brain on the right beneath the bullet wound of entrance and through the left parietal portion of the brain. A large amount of tissue damage and hemorrhage is present along this tract. The remainder of the brain on section shows no other significant gross abnormality. Fractures extend from the bullet wound of entrance in the right temple upward through the frontal portion of the skull, backward through the right temporal fossa, and across the right parietal portion of the skull. Fractures also radiate from the defect in the left parietal area of the skull where the bullet struck and these extend backward, downward, and forward in the left parietal portion of the skull.

A specimen of blood is removed and submitted to the Florida State Board of Health for chemical analysis.

The chemical report from the Florida State Board of Health is as follows:

Blood alcohol: none detected

Mr. T. Edward Austin

- 4 -

October 5, 1971
Susan Lakich Giffe

CAUSE OF DEATH: Hemorrhage into pericardial sac and both pleural cavities with bullet lacerations of brain, heart, lungs, and pulmonary artery, due to gunshot wounds of chest and head

Very truly yours,

Carl H. Wells, M.D.

Carl H. Wells, M. D.
Medical Examiner

CHW:lc
ME-15327

FEDERAL BUREAU OF INVESTIGATION

October 15, 1971

Date _____

LT. [] Jacksonville Fire Division, Rescue & First Aid Branch Jacksonville Fire Division Emergency Rescue Service, furnished the attached copies of the Jacksonville Fire Division Rescue & First Aid Branch "Run Report", #13746 and a record numbered 13833, Control number 13746 which indicates the transportation of one George M. Giffe, to Duval Medical Center, Jacksonville, Florida.

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On October 14, 1971 at Jacksonville, Fla. File # JK 164-103
by SA [] Date dictated October 15, 1971

JACKSONVILLE FIRE DIVISION
RESCUE & FIRST AID BRANCH
RUN REPORT

Date 4 OCT 71

Name of Patient G. P. C. C. C. C.

Address of Patient _____

Location JAX INTL AIRPORT

STREET ADDRESS OR NEAREST INTERSECTION

REPORTED SIGNAL 13 ACTUAL SIGNAL 18 TIME 8:41 0100
(OUT) M (IN) M

CONTROL NO. 13746

RESCUE 4 A B X

IN CHARGE b6 b7C

DRIVER

OTHER _____

<p>1 TYPE OF INJURIES OR ILLNESS</p>	<p>1 None 2 <u>X</u> Head 3 Face 4 Eye 5 Neck 6 Back 7 Chest 8 Abdomen 9 Pelvis 10 Upper Extremity 11 Lower Extremity 12 General, Multiple 13 Respiratory 14 Cardio Vascular 15 Electrocutation 16 Internal Bleeding 17 Maternity 18 Psychiatric 19 Convulsive 20 Intoxicated 21 Burn 22 Poisoning 23 Drowning 24 Drugs 25 Overdose 26 Epilepsy 27 Fainting 28 Diabetic 29 Stroke 30 Other</p>	<p>7 INDEX OF INJURY SEVERITY CIRCLE ONE BOX IN EACH CATEGORY</p>
<p>2 STATE OF VICTIM (or INJURED)</p>	<p>1 Unconscious 2 <u>X</u> Obviously Alive 3 Possibly Dead</p> <p>POLICE ON SCENE? NO YES <u>CITY & FBI</u> NAME OR CAR #</p>	<p>PATIENTS APPEARANCE GOOD FAIR BAD <u>CRITICAL</u></p>
<p>3 AID PROVIDED BEFORE RESCUE UNIT ARRIVED</p>	<p>1 <u>X</u> None 2 Helpful 3 Harmful 4 Neither 5 Bandaging 6 Control Bleeding 7 Splinting 8 Oxygen 9 C P R 10 Artificial Respiration 11 Anti-Shock Measures 12 Remove from Vehicle 14 Fire Co. 15 Police 16 Other</p>	<p>CONSCIOUSNESS NORMAL DAZED CONFUSED <u>UNCONSCIOUS</u></p>
<p>PROVIDED BY RESCUE CREW</p>	<p>1 <u>X</u> Airway Tube 2 Oxygen 3 C. P. R. 4 Controlled Bleeding 5 Bandaging 6 Splinting 7 Oxygen 8 C P R 9 Artificial Respiration 10 Anti-Shock Measures 11 Remove from Vehicle 12 Fire Co. 13 Police 14 Other</p>	<p>BREATHING NORMAL SLOW RAPID LABORED ABSENT</p>
<p>5 HOSPITAL OR DELIVERY POINT</p>	<p>Transported To: 1 Baptist 2 Beach 3 <u>X</u> D M C. 4 Memorial 5 Methodist 6 Riverside 7 St. Lukes 8 St. Vincents 9 Naval Hospital 10 Mayport Disp. 11 University 12 Other</p>	<p>BLEEDING NONE MINIMAL MODERATE <u>SEVERE</u></p>
<p>6 USE OF</p>	<p>LIGHTS SIREN <u>-157-</u></p>	<p>PAIN NONE MINIMAL MODERATE SEVERE</p>
		<p>PULSE NORMAL SLOW RAPID WEAK ABSENT</p>
		<p>VITAL SIGNS</p>
		<p>24 Transport by Rescue 25 Transport by Police 26 Transport by Private Auto</p>

EXPENDABLE
MATERIALS
USED

DIFFICULTIES
ENCOUNTERED
ENROUTE

NONE

X

To Scene

To ER

Severe Traffic Congestion

1

1

Adverse Weather Conditions

2

2

Mechanical Trouble

3

3

Other

4

1

(Specify)

INSTRUCTIONS
FROM
PHYSICIAN

REMARKS:

2 DEAD LEFT AT SCENE

PT. DELIVERED ALIVE TO D.P.A.C.

NAME AND TREATMENT

RECEIVED

THE CONSOLIDATED CITY OF JACKSONVILLE, FLORIDA

Jacksonville Fire Division EMERGENCY RESCUE SERVICE

No. 1000 CONTROL NO. 1000

DAY OF WEEK MON DATE 4 MONTH 007 RACE X [B]

MR. ☐ SINGLE ☐
MRS. ☐ MARRIED ☒
MISS ☐ DIVORCED ☐ AGE 41

Address 324 GAYWOOD

Social Security No. _____ Medicare No. _____

Next of Kin _____
and/or Responsible Adult _____
(ADDRESS) _____

Employer _____
(ADDRESS) _____

On The Job Injury? [YES] [NO]

Hospital by _____
Location of Emergency INTL. AIRPORT, TAX

Pulse _____ Blood Pressure _____

Transported to _____

Next of Kin _____
Next of Kin _____

NOTE: THIS IS NO INVOICE. The charge for the service rendered is due within 30 days from invoice date.
If, the undersigned, have read the above and fully understand that this is not a free service, that full responsibility of said amount is hereby accepted and I agree to pay said amount in full upon receipt of invoice.

Rescue

4 070

MAN IN CHARGE

DIRECTOR

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b7C

JK 164-103

L. INFORMATION CONCERNING HAWK COMMANDER
AIRCRAFT, SERIAL NUMBER 6008,
REGISTRATION NUMBER N9058N

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/9/71

Federal Aviation Administration, Aircraft Registration Branch, file on aircraft #9053N shows the following:

This aircraft is a Model 681 (CAR3), Serial #6008, manufactured in 1969. It has two engines, Air Research TPE331-43BL, with Hamilton Standard Propellers #33LF325.

It was sold new by the Aero Commander Division, North American Rockwell, on June 30, 1969, to Big Brother Aircraft, Inc., 3999 Gordon Road, S.W., Atlanta, Georgia.

A Security Agreement in favor of Aero Commander Acceptance Corporation, was executed September 30, 1969, by Big Brother Aircraft, Inc., P.O. Box 269, Nashville, Tennessee, in the principal amount of \$336,018.75, signed by [redacted] President.

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Another Security Agreement, dated November 1, 1970, between the same parties was filed in the amount of \$225,000.00.

The third Security Agreement dated May 15, 1971, between the same parties was in the amount of \$150,000.

Registration information forms were filed March 20, 1970, and January 20, 1971, both of which are signed by [redacted] Secretary - Treasurer, Big Brother Aircraft.

The only notification record on this aircraft is that on October 14, 1970, [redacted] Certificated Repair Station LA#5476, installed a fire bottle in the drawer of the rear couch, as per Aero Commander drawing #5860276515, and a placard was installed on the drawer front, showing placement of the fire bottle, and proper entries were recorded in the flight manual.

This file is a public record available for inspection. It can be produced by a subpoena issued to [redacted] Chief, Aircraft Registration Branch, Federal Aviation Administration, Oklahoma City.

Interviewed on 10/7/71 at Oklahoma City, Oklahoma File # Oklahoma City 164-54

by SA [redacted] Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/9/711

[redacted] of the North American Rockwell Company, 5001 N. Rockwell, Bethany, made available the following:

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1. Description of Optional Equipment, installed on Hawk Commander, SN 6008, Registration #N9058N.
2. Brochure captioned "Aircraft Performance, Specifications, and Accessories, with inked in annotations as to type of engines, size of tires, and measurements between seats.
3. Brochure captioned "The Profit Center", describing the Hawk Commander Aircraft.
4. Brochure captioned "This Tough Bird is all business - sit, back, relax", illustrating the features of the Hawk Commander aircraft.
5. Orange and white folder showing upholstery types on the Hawk Commander Aircraft.

Interviewed on 10/8/71 at Oklahoma City, Oklahoma File # Oklahoma City 164-54

by SA [redacted] Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

10/9/71

Date of transcription

1

[redacted] North American Rockwell Finance Corporation [redacted] 5001 N. Rockwell, Bethany, Oklahoma, stated that his firm has a security interest in Hawk Commander Aircraft, Serial Number 6008, bearing Registration #N9058N. This aircraft is owned by Big Brother Aircraft, Inc.

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[redacted] stated that there currently is in effect on this aircraft, Policy #UAB01670, issued by the Houston Fire and Casualty Company, of Ft. Worth, Texas,

This policy has a principal amount of \$250,000, with a \$50 deductible for ground coverage, and a \$250 deductible for taxi-ing.

The Agent who issued this policy was RUSSELL W. BROTHERS Company of 3322 W. End Avenue, Nashville, Tennessee.

[redacted] furnished a copy of the Aircraft Chattel Mortgage for \$150,000, dated May 15, 1971, and Notice of Recordation of Conveyance of this document.

Interviewed on 10/8/71 at Oklahoma City, Oklahoma File # Oklahoma City 164-54
by SA [redacted] Date dictated 10/8/71

FEDERAL BUREAU OF INVESTIGATION

Date October 16, 1971

[redacted] Service Manager, [redacted] Lineman, and [redacted] Lineman, at Air Kaman, Jacksonville International Airport, drained the fuel tanks of the aircraft Aero Commander N9058N in the presence of SA [redacted]

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[redacted] In order to determine the exact amount of fuel on the aircraft, the fuel was drained into a 55 gallon capacity metal drum, which was filled. The remaining fuel was drained into ten 5 gallon capacity metal cans, all of which were filled and at which time all fuel was exhausted from the aircraft. The full 55 gallon drum and ten 5 gallon cans totaling 50 gallons, brought the total of fuel aboard the aircraft to be 105 gallons.

On 10/15/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :cam Date dictated 10/16/71

FEDERAL BUREAU OF INVESTIGATION

Date October 16, 1971

[redacted] Chief, Federal Aviation Administration, Southern Region, General Aviation District Office, Craig Field, Jacksonville, Florida, telephone number [redacted] and [redacted] Principal Maintenance Inspector, Federal Aviation Administration, Southern Region, General Aviation District Office, Craig Field, Jacksonville, Florida, telephone number [redacted] inspected the flight manuals and instrument panel of the aircraft Aero Commander N9058N at Air Kaman, Jacksonville International Airport, Jacksonville, Florida.

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The flight manuals looked at are as follows:

- 1 - Pilot's condensed check list.
- 2 - Aero Commander Flight Manual, manufacturer's serial number 6008, registration number N9058N, date of approval February 20, 1969.
- 3 - Aero Commander Maintenance Manual, manufacturer's number 6008, date of approval February 20, 1969.

The flight manual revealed the following:

- 1 - Log of Pages, approved February 20, 1969, and revised December 23, 1970.
- 2 - Log of Supplements, approved February 20, 1969, containing six supplements to the aircraft. It was determined by examination that the aircraft contained supplement one, which is a H-14 autopilot by Honeywell, instead of supplement five, which is a M-4 or M4C autopilot.
- 3 - Log of Revisions to Supplements, which revealed three revisions. Revision One, dated July 8, 1969; Revision Two, dated October 20, 1969, and Revision Three, dated March 9, 1970.

On 10/16/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :cam Date dictated 10/16/71

JK 164-103

4 - Aircraft Weight and Balance Report, serial number 681-6008, which is superseded by a major repairs and alterations form #337, date of approval, October 14, 1970. Form 337 revealed an installation of a fire bottle giving reference to drawing #5860276-515. Form 337 also revealed:

A - New entry weight 6085.75

B - Center of Gravity 215.25

C - Useful load 3374.25

5 - Aircraft weight and moment tables dated June 24, 1969.

6 - Required equipment list according to aircraft specifications #2A4.

also took a photograph of a fuel counter instrument on the instrument panel, which revealed the amount of fuel used from the time the instrument is set. It was also noticed that code 3100 was set in the transponder and that the communications toggle switch was placed in the speaker position thereby letting all voice communications between aircraft and ground communications audible to all occupants of the aircraft.

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JK 164-103

M. WEATHER INFORMATION ON
OCTOBER 4, 1971

FEDERAL BUREAU OF INVESTIGATION

Date October 13, 1971

1

[redacted] Principal Assistant, U. S. National Weather Service, Jacksonville International Airport, advised that he was the person on duty 5 A.M., Eastern Daylight Time, October 4, 1971. [redacted] stated that he came to work at midnight October 3, 1971, and continued until 8 A.M., October 4, 1971.

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[redacted] explained that weather conditions are taken on Eastern Standard Time, which is one hour later than Eastern Daylight Time. For example, he stated that 4 A.M., Eastern Standard Time, would be equal to 5 A.M., Eastern Daylight Time.

He stated the weather was taken at 3:54 A.M., Eastern Standard Time, October 4, 1971, at which time the sky was clear and visibility was five miles due to ground fog and smoke. He stated the sky continued to be clear until 11 A.M., Eastern Daylight Time. He further added that visibility remained approximately the same up until 8 A.M., Eastern Daylight Time, at which time visibility was three miles due to ground fog and smoke then improved. [redacted] stated that definition of ground fog, according to the meteorology glossary, is fog that hides less than 6/10 of the sky.

[redacted] stated that winds were light - westerly, less than five miles per hour. At 3:54 A.M., the wind was 270 degrees at three knots, which means the wind was blowing from the west. He related that the wind varied from 270 degrees to 350 degrees up to 11:00 A.M., Eastern Daylight Time, October 4, 1971. He explained that the above weather report covers the ground weather up to 600 to 700 feet. He related that the weather prior to 5 A.M., Eastern Daylight Time, October 4, 1971, was clear with visibility at five miles with light winds, practically calm.

[redacted] stated that the original copy of the surface weather observations report has already been forwarded to the National Climatic Center, Federal Building, Asheville, North Carolina. [redacted] stated that he could not make a

On 10-12-71 at Jacksonville, Florida File # JK 164-103
JK 120-288
by SA [redacted] :kgn Date dictated 10-12-71

JK 164-103

JK 120-288

2

copy of his copy as no copy machine was available but he would take a blank form for surface weather observations and copy information from his own copy beginning at 0354 time and ending at 0753 time. It is attached hereto.

[] stated that the Winds Aloft Report comes in on teletype each day and is destroyed at end of day. This report is issued by the U. S. National Weather Service, Washington, D. C., which has the original.

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As to explanations of the different code in the surface weather observation form, he explained them as follows: Under type R means that the weather is regularly taken each hour and is visual weather. Under weather and obstructions to vision GF means ground fog and K means smoke. Observer's initials are initials of employee making the weather observation. Surface means weather was visual from the ground and tower indicates that visual weather was taken from the tower. DEW PT. is the temperature at which the air would cause a cloud or condense.

LST = Local Standard Time

MF1-10A (4-70)		U.S. DEPARTMENT OF COMMERCE ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION WEATHER BUREAU										STATION			
SURFACE WEATHER OBSERVATIONS												DATE		TO CONVERT LST TO GMT	
												OCT 4 1971		ADD 5 hrs. SUBTRACT	
TYPE (1)	TIME (LST) (2)	SKY AND CEILING (Hundreds of Feet) (3)	VISIBILITY (Statute Miles)		WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA LEVEL PRESS. (Mbs.) (6)	TEMP. (°F) (7)	DEW PT. (°F) (8)	WIND			ALTIM. ETER SET- TING (Ins.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)		
			SURFACE (4)	TOWER (4a)					DIREC- TION (9)	SPEED (10-36) (Kts.) (10)	CHAR- ACTER (11)				
R	1354	0	5		G F K	156	66	65	27	103		977	500		
R	1456	0	5		G F K	159	67	66	27	103		000			
R	1555	0	5		G F K	163	64	63	27	03		001			
R	1656	0	3	3	G F K	169	67	65	32	03		003			
R	1753	0	4		H K	176	70	67	32	04		005			

JK 164-103

N. REPORT OF HOMICIDE,
OFFICE OF THE SHERIFF,
JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

1Date October 14, 1971

Sergeant [] Supervisor, Homicide Division, Duval County Sheriff's Office, Duval County Court House, 330 East Bay Street, Jacksonville, Florida, telephone [] made available a copy of the following records which are attached hereto:

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1. "Your Constitutional Rights" form given to [] on October 4, 1971.
2. "Booking Report" form of [] on October 4, 1971.
3. "Crime Against Person Report" form relating information concerning BRENT Q. DOWNS, [] [] SUSAN L. GIFFE, GEORGE M. GIFFE, JR. and [] dated October 4, 1971.

Sergeant [] further advised that a complete report will be made available upon its completion within a few days.

On 10/13/71 at Jacksonville, Florida File # JK 164-103
by SA [] :cdh Date dictated 10/14/71

-169-

YOUR CONSTITUTIONAL RIGHTS

PLACE

U.S. Post Office - F.B.I. Office

DATE

10-4-71

311 W. Monroe St.

TIME

1:05 PM

You have the following rights under the United States Constitution:

You do not have to make a statement or say anything.

Anything you say can be used against you in court.

You have the right to talk to a lawyer for advice before you make a statement or before any questions are asked of you, and to have the lawyer with you during any questioning.

If you cannot afford to hire a lawyer, one will be appointed for you before any questioning if you wish.

If you decide to answer questions now without a lawyer present, you still have the right to stop answering at any time.

You may also stop the questioning at any time and consult with your appointed or privately employed lawyer.

WAIVER OF RIGHTS

I have read the above statement of my rights and understand the statement and understand what my rights are. I am willing to make a statement and answer questions. I do not want to talk with a lawyer at this time. I have not been promised anything in exchange for a statement. I have not been threatened, and there has been no pressure to get me to make a statement or answer questions.

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SIGNED

WITNES

WITNES

WITNESS

OFFICE OF SHERIFF
CONSOLIDATED CITY OF JACKSONVILLE
BOOKING REPORT

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JAIL NO.	TYPE OF CASE	DAY	DATE	TIME BOOKED
23423-77	FED/STATE	MON	10/1/77	1505 HRS.
LAST NAME	FIRST NAME	MIDDLE NAME	ALIASES	FOOT ID
ADDRESS	HEIGHT	WEIGHT	BUILD	HAIR
	EYES	COMPT.	SOC. SER. NO.	PRIOR APPEALS
W M 32	SELF EMPLOYED	SCAR BY KNEE		
HOW LONG IN DUVAL COUNTY	OFFENDER FROM	MOTHER'S MAIDEN NAME	FIRST NAME	MIDDLE NAME
TRANSIENT	CITY NASHVILLE	STATE TENN		
SEARCHING OFFICER	BOOKING OFFICER	FATHER'S NAME	FIRST NAME	MIDDLE NAME

BOND	DISPOSITION	COURT COST
(A) KIDNAPPING (FEDERAL)	\$100,000.00	(A)
(B) MURDER (STATE)	NONE	(B)
(C)		(C)
(D)		(D)

PROPERTY TAKEN FROM PRISONER (INCLUDING AUTOS, YEAR, MAKE, TAG) WHERE STORED	TOTAL COURT COST
WATCH, WALLET, CHAIN, PURSE, CHAIN BRACELET, MEMO PAD	
MONEY	
\$100.10	.024

NAME	RACE	AGE	SEX	CELL NO.
		32	M	
WHERE ARRESTED (STREET NO. NEAREST INTERSECTION OR MILE POST)	BEAT NO.	TIME ARRESTED	DESCRIPTION AND FINGERPRINTS BY	TIME
DAY INT AIRPORT/CO. HALL		1130/1520	LANE	1540 HRS.
HOW ARREST MADE ON VIEW <input type="checkbox"/> CALL <input checked="" type="checkbox"/> WARRANT <input type="checkbox"/>	TRANSPORTED BY (NAME)	ARRESTING OFFICER	BADGE #	CODE #
	US MARSHAL			
COMPLAINANT	ADDRESS			

USAA/J L. BARNHARTER-SHERIFF'S OFFICE	TELEPHONE
WITNESS	

EVIDENCE (WHERE TURNED IN)

DATE TIME TO APPEAR IN COURT	DATES OF TRIAL IF CONTINUED	DATE SENTENCED	PRISONER RELEASED ON	DATE
10/1/77 0900				
PRESENCE JUDGE	DATE OF HEARING	DISPOSITION	BOND DELIVERED BY (SIGNATURE)	DEFENSE ATTORNEY
CO. SHERIFF				
CHARGES CHANGED TO MUR				

(A)	(B)	RT INDEX PRINT		
(C)	(D)			
INDICATE TO HOLD FOR OTHER AGENCIES				
PRISONER RELEASED ON (BOND)	DATE		HOW RELEASED	

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NO. PER. ARR.		IS EXTRA COPIES		SEAT	AREA	DOWNEY, Brent		206122	
SUSPECTS - NUMBER		SEX		DESCENT		VICTIM'S ADDRESS		CITY	
117		448				Address unknown at this time			
TRADEMARKS OF SUSPECT(S): (ACTION OR CONVERSATION)						VICTIM'S PLACE OF EMPLOYMENT OR SCHOOL		CITY	
						Big Brothers Aircraft Inc		Nashville, Tenn	
VEHICLE USED BY SUSPECT(S): (YR-MAKE-BODY-COLOR-REG NO.)						VICTIM'S SEX-DESCENT-AGE		LOCATION OF OFFENSE (ADDRESS)	
						M - W -		Jacksonville International Airport	
						OFFENSE		10. CLASSIFICATION	
						Kidnapping - Murder			
						11. DATE/TIME OCCURRED		12. DATE/TIME REPORTED	
						4 Oct 71		4 Oct 71 5:30 AM	
						13. WEAPON OR MEANS OF ATTACK			
						Handgun (Type & Cal. unknown)			
						14. HOW WEAPON OR MEANS OF ATTACK USED			
						Victim Shot.			
E: V - VICTIM (OTHER THAN IN BLOCK #1 AND SHOW SEX-DESCENT-AGE)		R - PERSON REPORTING CRIME		W - WITNESS		CODE		RESIDENCE ADDRESS	
P - PARENT OR GUARDIAN						R			
<p style="text-align: center;">PARMENTER INDEX</p> <p>Giffe, Susan (NAME NOT VERIFIED) 4501 Packard Dr. Nashville, Tenn</p> <p>Giffe, George Mallory, Jr. (DOB 7-11-37) 4501 Packard Dr. Nashville, Tenn</p>									
TYPE		Wm 32		EXACT LOCATION OF VI					
Aircraft		in Airplane							
NATURE OF INJURIES AND LOCATION ON BODY		Back and Leg							
PERSON NOTIFIED IN CRIMINAL INVESTIGATION-SERIAL-TIME						31. NAME OF MEDICAL EXAMINER NOTIFIED		32. PROPERTY INV NO	
<p>100107</p> <p>NARRATIVE. (1) IDENTIFY ADDITIONAL SUSPECTS. (2) SUMMARIZE DETAILS OF OFFENSE. (3) DESCRIBE PHYSICAL SUPPLEMENT REPORT.</p> <p>LOCATION FOUND, AND DISPOSITION. FOR ADDITIONAL SPACE USE</p>									
<p>[Redacted] ; Co pilot of the plane; told us the plane was chartered by Mr. Giffe and a flight plan was filed for Atlanta, Georgia. [Redacted] said he and the victim (the pilot) arrived at the Airport in Nashville at about midnight and got the plane ready. He said that twice before the two arrived they got phone calls from them saying they would be a few minutes late. They arrived at the Airport at about 1:45 AM Central Time. [Redacted] said the woman was crying and screaming when they came up in a Cadillac and person listed as Suspect #2 stay in the car and held her. Mr Giffe told him the woman was being taken to a sanatorium. The co-pilot said he [Redacted]</p>									
STATUS (CHECK ONE)		UNFOUNDED		SERIAL		SUPERVISOR'S SIGNATURE		AL	
Cleared		NOT CLEARED		187		[Redacted]		163	
FOLLOWUP BY		PATROL		TRAFFIC					

JACKSONVILLE, FLA.		Downs, Brent		206122 71	
FORM USED AS CONTINUATION SHEET FOR CURRENT REPORT			FORM USED TO REPORT FOLLOWUP INVESTIGATION OR SUPPLEMENTAL INFORMATION		
4. COPIES	5. PAGE NO. 2-2	6. TRAFFIC CITY	7. OFFENSE AND CLASSIFICATION	8. CHANGES <input type="checkbox"/> YES	
9. OFFENSE <input type="checkbox"/> TRAFFIC ACCIDENT <input type="checkbox"/> ARREST <input type="checkbox"/> SUPPLEMENTAL			10. STATUS: <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> CLEARED <input type="checkbox"/> NOT CLEARED	11. MULTIPLE CLEAR-UP? <input type="checkbox"/> YES (LIST OTHER COMPLAINT NOS IN NARRATIVE) <input type="checkbox"/> NO	
12. FURTHER POLICE ACTION AND REPORT REQUIRED? <input type="checkbox"/> YES <input type="checkbox"/> NO			13. PROPERTY RECOVERED <input type="checkbox"/> YES <input type="checkbox"/> NO		

Hijacking - Murder.

told the pilot they should check with the police. At this point Mr Giffe pulled a gun and told everyone to get on board. When they were on board he told the pilot to get going. The line boy apparently notified the Tower that something was wrong because an Airport police car pulled up beside the plane as it was taking off. Mr Giffe told the pilot to get going without clearance. After getting airborne Mr [redacted] said the group was undecided as to where they wanted to go. After flying for awhile he (Mr Giffe) told the pilot to go to Tallahassee but the pilot said Jacksonville was as far as they could get.

The F.B.I. here was notified and were at Jacksonville International when the plane landed. The Co-Pilot (Mr [redacted]) was one of the suspects. [redacted] got off the plane. What transpired after this is dim at this time. The Co-pilot said the F.B.I. said they couldn't get gas and his excuse for getting off the plane was to try to talk them into giving gas. One or more of the F.B.I. Agents shot the tires on the airplane and shot two holes in the right engine to stop it. After that shooting erupted inside the plane. The Pilot was found dead of gunshot wounds (2 or 3); the woman believed to be Susan Giffe was dead by a gunshot wound in the head. Mr Giffe had a gunshot wound in the head and was alive at the scene but was D.O.A. at J.M.C.

A metal box said to contain plastic explosives was removed from the plane and carried about 100 yds down the runway.

F.B.I. Agents and our homicide Div. Remained on the scene to complete the investigation.

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14. TIME REPRODUCED - SERIAL	SERIAL	DATE/TIME	15. REVIEWED
	107	11-29-71	11/1/71

JK 164-103

O. INTERVIEWS WITH WITNESSES AT
JACKSONVILLE, FLORIDA

FEDERAL BUREAU OF INVESTIGATION

Date October 4, 19711

On October 4, 1971, Special Agents [redacted] interviewed [redacted] Operations Manager and Chief Pilot for Big Brother Aircraft, Incorporated, Nashville, Tennessee, re the hijack of one of his company's aircraft on October 4, 1971. He advised that at approximately 4 p.m., October 3, 1971, Big Brother Aircraft received a call asking for a Charter flight to Atlanta, Georgia, on October 4, 1971, to depart at 1 a.m., made in the name of GEORGE GIFFE. Several minutes later GIFFE appeared at their offices and made a \$200 down payment. He returned at 5 p.m. and finished paying the bill. Several times between 11 p.m., October 3, 1971, and 12:30 a.m., October 4, 1971, GIFFE called to confirm his departure time. Two more calls were placed at 1 a.m. and 1:10 a.m. advising Big Brother that GIFFE would be a little late. According to [redacted] a lineman who was assigned to give a power boost to the departing aircraft, GIFFE arrived at the plane at 1:45 a.m. in a late model gold and black Cadillac. He was accompanied by another male and a female who was crying out that she was being kidnaped. The pilot then questioned GIFFE about the woman. He stated that he and the other male were doctors and they were taking the female to a medical center in Atlanta. The pilot demanded some sort of identification before he would depart. GIFFE tried to bluff the pilot several times but he persisted in his refusal to depart. He then went to the Cadillac and took from it a revolver which he pointed at the pilot and said "we are going". He and the other male dragged the female from the car onto the plane at gun point. The plane took off from the airport at approximately 2 a.m., October 4, 1971. [redacted] advised that the pilot from the beginning was able to send out the transponder code signifying a hijacking. He was unable to provide any further information.

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On 10/4/71 at Jacksonville, Florida File # JK 164-103

SAs [redacted]
by [redacted] jdl Date dictated 10/4/71

FEDERAL BUREAU OF INVESTIGATION

Date October 5, 1971

[redacted]
[redacted] was interviewed at the Jacksonville FBI Office
in connection with the death of SUSAN GIFFE, nee Lakich,
[redacted]

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[redacted] was in the Jacksonville Office to claim certain personal properties of [redacted] and advised that GEORGE MALLERY GIFFE, Jr., had been a source of great concern to the [redacted] family over his extremely irrational behavior. [redacted] advised GIFFE always carried with him his Walther automatic pistol and would even put it on a nearby shelf when brushing his teeth. He considered the gun and his general abilities made him an extraordinary person but because of his behavior GIFFE and [redacted] had separated numerous times and had what could be described as an extremely stormy marital existence. [redacted] recalled one time [redacted] told him that while at Gatlinburg GIFFE had pulled the gun on three young men who apparently had paused to admire GIFFE's wife, but GIFFE did not shoot at this time.

[redacted] was furnished personal items belonging to SUSAN GIFFE and indicated that he would be returning to Nashville probably this date.

On 10/5/71 at Jacksonville File # Jacksonville 164-103
by ASAC [redacted] :bet Date dictated 10/5/71

FEDERAL BUREAU OF INVESTIGATION

1Date October 7, 1971

[redacted] advised he is employed as a lineman by Airkaman, Jacksonville International Airport, Jacksonville, Florida.

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[redacted] stated on the morning of October 4, 1971, he arrived for work at the Airkaman Terminal at 5:30 A.M., parked his car, went to the front of the terminal building, where he was met by one [redacted] who had been on duty as a lineman for Airkaman throughout the night. He was immediately informed by [redacted] that a hijacked aircraft was on the ground and parked in the Airkaman service area. He observed the plane but due to the darkness he could not observe individuals in the vicinity of the plane clearly. He said he was aware that individuals were in the vicinity of the plane and shortly after his arrival a number of shots were fired. He stated he thought the first shots fired were aimed at the aircraft's tires. He said he surmised this because of the noise the bullet made when it apparently hit the tire. He stated he also heard a rifle fired and while he could not see the individual who fired it, he surmised it was fired at the aircraft's engine. The engine which had been running died out shortly after he heard the rifle shots. [redacted] stated [redacted] told him some shots had been fired before he arrived at the airport.

On 10-7-71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :lgn Date dictated 10-7-71

FEDERAL BUREAU OF INVESTIGATION

1

Date October 13, 1971

[redacted]
[redacted] telephone
[redacted] was contacted at AirKaman of Jacksonville, Incorporated, where he was pre-flighting his plane. He noted that he is a pilot for Sav-A-Stop, Jacksonville and that the plane is based at Craig Field, that he frequently has flights in and out of the AirKaman Terminal located at Jacksonville International Airport.

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He recalled that on the morning of October 4, 1971, shortly after five o'clock AM, he arrived at the AirKaman Terminal. He observed a turbo-prop Commander parked on the city ramp with its engines running. He also observed that an automobile was parked twenty or thirty feet behind the plane.

When he came into AirKaman Terminal, the lineman, [redacted] informed him that the plane on the city ramp had been hijacked. He went out into the ramp area of AirKaman Terminal and remained outside until he heard gunshots coming from the city ramp area. At the time he heard the gunshots, he recalled [redacted] was also outside near him and in addition, the pilot and copilot for an airplane owned by Charter Oil Company was out in that area. The Charter Oil Company plane was being pre-flighted. When he heard the shots, he could not tell how many shots were fired but he knows that he heard two distinct groups of shots fired a short time apart.

He said upon hearing the shots he ran back to the AirKaman Terminal Building and that he held the door open for the Charter Oil Company pilot and copilot who ran from their plane into the AirKaman Terminal Building. He said once inside the building, he hid in the area around the men's room and that the other two pilots also took cover, hiding in the building back toward the entrance leading in from the automobile parking lot.

[redacted] stated that he can not recall anyone else other than the aforementioned being at or around

On 10/12/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] WFK:cdh Date dictated 10/13/71

JK 164-103

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AirKaman Terminal Building around the time he heard the gunshots coming from the city ramp area. He said he did not recall seeing any FBI Agents until they came over to the terminal building with the copilot of the hijacked plane.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 13, 1971

[redacted] telephone [redacted] was contacted at AirKaman of Jacksonville, Incorporated, Jacksonville International Airport, where he was employed as a lineman. He noted that for the past fifteen years, he has been employed as a lineman for that company and its predecessor.

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He came to work at 10:00 PM, on October 3, 1971, and was scheduled to work until 6:00 AM, on October 4, 1971. He was the only employee on duty at the AirKaman Terminal during this Sunday night shift.

He recalled that at approximately 4:55 AM, on October 4, 1971, a man came into the terminal and identified himself as a Special Agent of the FBI and informed him that a hijacked plane would be coming in shortly and that the pilot had requested fuel, APU start (battery booster) and a bottle of booze.

[redacted] (phonetic), pilot for Charter Oil Company, was present in the terminal at the time the FBI Agent came in. The FBI Agent went back out to where his car was parked and returned a short time later with a second FBI Agent who was carrying a case believed to contain a rifle or shotgun. At about this time, [redacted] copilot, Charter Oil Company, had arrived in the terminal. One of the FBI Agents used the telephone to call the Tower and upon hanging up asked for directions to the city ramp. He gave the FBI Agents directions to the city ramp and both Agents then got in their car and left.

At about the time the two FBI Agents drove away toward the city ramp, [redacted] pilot, Sav-A-Stop, arrived at the terminal building.

He recalled that he and one of the pilots had gone out on the ramp side of AirKaman Terminal to watch the hijacked plane taxi into the city ramp area. He noted that once the plane taxied into the city ramp area, it turned around and stopped in a position so that it was headed straight for the

On 10/12/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] WFK:cdh Date dictated 10/13/71

taxiway which was the only exit to this ramp. During this brief period of time, he had overheard some of the conversation between Ground Control and the hijacked plane by listening to the Ground Control monitor in AirKaman Terminal. He noted that between 11:30 PM and six o'clock AM, each night, the Ground Control monitor is on the same frequency as the Control Tower and therefore, he can hear both Ground Control and the Tower communicate with aircraft.

He does not know how much any of the pilots heard as to broadcasts coming over the Ground Control monitor. He did recall that he heard the pilot of the hijacked plane which was a turbo-prop Commander, making request for fuel, which request was denied.

He said that he and [redacted] went out of the AirKaman Terminal to the ramp area and that at this time, [redacted] came out of the building and they were all looking toward the plane sitting on the city ramp. He recalls that there was at least one car which he assumed to be an FBI car parked in the back corner of the city ramp. Copilot [redacted] was pre-flighting the Charter Oil Company plane which was sitting on the ramp just outside the AirKaman Terminal. He is not sure of the exact movement or position of the three pilots when he first heard gunshot sounds coming from the city ramp but he knows that immediately following the shots, he and the three pilots ran inside the terminal building. The three pilots had some of their luggage and they took cover hiding in the terminal building back toward the door leading to the auto parking lot. He ran out into the parking lot of the AirKaman terminal building so that the entire building would be between him and the hijacked plane. He recalled that he stayed in the auto parking lot for a short period of time until he felt the shooting was over and then came back into the terminal building. He said he and the [redacted]

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JK 164-103

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recall that there were any other persons at or in the vicinity of the AirKaman Terminal other than the aforementioned around the time of the shooting.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 13, 1971

[redacted] (home telephone number [redacted]) was interviewed at his home. He stated that he has been employed by Federal Aviation Administration (FAA) since 1964 and is currently assigned to the Control Tower at Jacksonville International Airport, Jacksonville, Florida. He said his job is that of an Air Traffic Control Specialist - Controller and in this particular job, he handles the radar scope in what is known as Jacksonville Approach Control. He said his job involves radar surveillance over the arrival and departure of aircraft at Jacksonville International Airport and this involves picking up such aircraft on the radar after having them transferred from Air Route Traffic Control Center in Hilliard, Florida, which controls by radar surveillance the enroute flight of aircraft in northern Florida and southern Georgia. He said that his particular station is on the ground level in the Control Tower Building at Jacksonville International Airport and he was on duty there on the twelve midnight to eight o'clock AM shift on Monday, October 4, 1971. Also on duty in this particular station were two other individuals. One was [redacted] who functioned as the Watch Supervisor and was his, [redacted] immediate supervisor; also there was on duty an Assistant Controller by the name of [redacted] (phonetic). He said that [redacted] was working what is known as the data position at his station and this involved handling various types of paper work necessary for the radar control of aircraft. He said that [redacted] handled no part of the control of the aircraft involved in the hijacking incident which occurred at Jacksonville International Airport that morning.

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[redacted] recalled that while on duty on the morning of October 4, 1971, he learned from the Watch Supervisor, [redacted] there was a potential hijacking in progress and he said [redacted] learned of this possible hijacking as the result of a telephone call from Air Route Traffic Control Center in Hilliard. He said that he had stepped away from his radar position for a few moments and upon return, [redacted] had left him a note on a piece of paper on which was written a number of an aircraft which was being hijacked and which was

On 10/12/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] and
SA [redacted] RJP:cdh Date dictated 10/12/71

indicated might possibly land at Jacksonville or fly through the area. He said he then discussed this with [] and [] was then making various telephone calls to alert the authorities as to the possible hijacking.

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[] was then shown a transcript of a rerecording prepared by the Jacksonville Tower pertaining to the hijacking of aircraft N9058N on October 4, 1971. This rerecording covers the recorded conversation between Jacksonville Tower and the pilot of N9058N. The period of time covered in the recording is from 0847 Greenwich to 0933 Greenwich on October 4, 1971. [] read the entire transcript consisting of thirteen pages and stated that to the best of his recollection, the conversation opposite the designation "Radar" was his with the exception of seven transmissions at the beginning of the transcript. He said that the conversation involving the designation "Radar" and "Unknown" did not involve him and probably involved someone in Air Route Traffic Control Center in Hilliard. He said that he believes his conversation with the aircraft shown as "58N" began with the statement by him "Jax. approach Commander 9058 November is with you out of eleven for I think its five." He said that he would have handled the transmissions to the aircraft from that point on until he turned the control of the aircraft over to the Control Tower operator [] whose position was above him in the Control Tower. He said that the last transmission that he would have made would have been the statement attributed to "Radar" appearing on page five of the transcript as follows: "Commander 58 November, contact the Tower now 118.3, Sir, and they'll have taxi direction information for ya when you land."

He noted after review of the above described transcript that it is substantially correct to the best of his recollection but there are two or three places in the transcript which are not in complete accord with his recollection of the conversation. As an example, he pointed out that on page four, opposite the designation "Radar", he is shown as using the term "sixteen hundred." He said he is quite sure that he would have given this term as one thousand six hundred and not sixteen hundred. He also noted that on page two, opposite the designation "Radar", there is the statement attributed to him which shows "civilian visibility" and he believes this should have been prevailing visibility.

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[] stated that after he turned the responsibility for control of N9058N over to the Control Tower, the Control Tower then contacted the aircraft on another frequency and he, [] had no further conversations with the pilot. He said that he did not at his position monitor the Tower frequency and heard nothing of the subsequent events and also saw nothing as to what was happening at the AirKaman facility as he was in front of his radar scope continuously thereafter and did not go outside.

[] noted that his connection with this matter is detailed in the above described transcript and he could add nothing of a personal knowledge to what has already been set forth in the transcript.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 13, 1971

[redacted] telephone [redacted] was contacted at his residence. He advised that he is employed as Assistant Chief, Air Traffic Control Specialist, Federal Aviation Administration (FAA), Jacksonville International Airport. He has been employed by this agency for 29 years, having had 27 years experience in the Control Tower operation. He noted that on October 4, 1971, he was the Watch Supervisor from twelve o'clock midnight until 8:00 AM. During this shift, he was located in the Control Tower building downstairs in Terminal Radar Approach Control (TRACON) and that [redacted] was the only employee of FAA on duty in the Control Tower cabin.

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[redacted] advised that at approximately 3:50 AM, he received a call on an FAA line from Assistant Chief (First Name Unknown) [redacted] Jacksonville Air Route Traffic Control Center, Hilliard, Florida, informing him that an airplane N9058N was enroute from Nashville, Tennessee to Atlanta, Georgia and [redacted] further advised that the Atlanta Center of FAA had advised him they were in contact with N9058N and he was diverting his flight from Atlanta to Jacksonville with an estimated arrival time at five o'clock AM. He asked [redacted] if he had notified the FBI and upon being advised by [redacted] that he had not notified the FBI, he then informed [redacted] he would call the FBI.

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He immediately called the FBI Office and spoke with Agent [redacted] relaying to him the information furnished by [redacted]

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[redacted] stated that he had several other telephone conversations with [redacted] and Agent [redacted] and that he had made notes as to the time and information received and relayed during these conversations. He noted that he had these notes locked at a secure place at his place of employment. He said that in order to refresh his memory as to times and content, he would like to have his notes before making statements as to the activities on the morning of October 4, 1971.

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by SA [redacted] WFK:cdh Date dictated 10/13/71

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[] stated that while on duty on the morning of October 4, 1971, he had maintained a facility log which is FAA Form 72-30.4 and that this log in addition to his notes would refresh his memory as to the exact times and as to what transpired on the morning of October 4, 1971.

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[] said that he would return to duty at 4:00 PM, on Thursday, October 14, 1971, and that at that time with the use of his notes and the facility log, he would furnish all information concerning his activities and what he had seen and heard on the morning of October 4, 1971, while on duty at the Jacksonville International Airport.

FEDERAL BUREAU OF INVESTIGATION

1

Date October 13, 1971

[redacted]
[redacted] (home telephone number [redacted], was interviewed at his home. He said that he is employed by Federal Aviation Administration (FAA) as Deputy Chief of the Jacksonville Control Tower which is located at Jacksonville International Airport, Jacksonville, Florida. He said his business telephone number is [redacted]. He said that he has been employed by the Government since 1948 and first worked for Civil Aeronautics Administration which is now known as Federal Aviation Administration.

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[redacted] said that as Deputy Chief of the Jacksonville Control Tower, he is always called if off duty whenever there is a hijacking and his assignment is to proceed immediately to the Control Tower and help with telephone calls and the general handling of the hijacking incident. He recalled that at about four o'clock AM, on Monday, October 4, 1971, he was called at home by [redacted] the Watch Supervisor of the Jacksonville Control Tower, and was informed that there was a potential hijacking in progress. He said that [redacted] told him that there was a possibility that the aircraft might land but also that it could very well overfly Jacksonville and not land here. He said that he asked [redacted] to call him back just as soon as [redacted] had some more specific information concerning this flight. He said that at about ten minutes to five in the morning, [redacted] called back and said that there definitely was a hijacking and the aircraft involved was then about twenty miles out and was inbound to Jacksonville International Airport. He said that he then proceeded to drive to the airport and after arrival there, he went by the AirKaman facility and observed an Aero Commander aircraft sitting there with the navigation lights blinking and the right engine running. He said that when driving by the aircraft, he must have passed within thirty or forty yards of the plane on his way to the Control Tower. He recalled that there was no activity around the aircraft at the time he passed by and saw no automobiles or personnel in the immediate vicinity.

On 10/12/71 at Jacksonville, Florida File # JK 164-103
by SA [redacted] and SA RJP:cdh Date dictated 10/12/71

[] said that he went immediately to the Watch Supervisor's desk after arrival at the Control Tower and spoke briefly to [] who gave him some of the details concerning the hijacking. He said that [] told him that the copilot of the plane was then in an FBI car and that he, [] was talking to the FAA Control Center in Washington and also to the FBI in Washington. He said that [] then asked him, [] to go to the Tower and help [] the Control Tower Operator, there. He said that he took the elevator to the Tower and upon arrival there, he saw [] the Control Operator, and Special Agent [] of the FBI. He said upon his arrival, he was told by either [] or [] that someone was on the ground near the aircraft and he then picked up a pair of binoculars and scanned the area in and around the aircraft which was parked at the AirKaman facility. He said that upon first observing the area through the binoculars, he saw no cars there but did see one person lying on the ground. He said thereafter he had telephone conversations with a representative of FAA in the Washington Control Center and also spoke with a [] at the Washington Headquarters of the FBI. From time to time, he scanned the area near the aircraft parked at the AirKaman facility and noted that there was a car on the north side of the field which was directed by Special Agent [] to another location. He then saw shortly thereafter two cars drive up near the aircraft and saw either two or three men approach the aircraft. One was on one side and either one or two individuals on the other side of the aircraft.

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As to the men that he had observed on the ground, at one time in between his telephone conversations, he saw one man that he believed was an FBI Agent come over and stand over this person on the ground. He said, however, that he did not learn that the man on the ground was not dead until one of the other FBI Agents came up to the Tower somewhat later.

In thinking back on the chain of events, [] believed that he probably went by the hijacked aircraft at the AirKaman facility shortly after the copilot left the aircraft and was put in an FBI car and before the second individual left the aircraft and ended up lying on the ground for what he seemed to think was a period of ten to fifteen minutes over all.

[] was then shown a verbatim transcript of a rerecording prepared by the Jacksonville Tower pertaining to the hijacking of N9058N on October 4, 1971, which covered the period of time from 0847 Greenwich to 0933 Greenwich. He said this rerecording was actually prepared by him, []. After reading the transcript consisting of thirteen pages, [] said that the transcript is, with a few minor exceptions, substantially correct and accurately depicts the conversations as recorded in the Tower at the time of the hijacking incident. He noted that on page two, opposite the designation "Radar", at the bottom of the page, there is the statement "civilian visibility is five with ground fog of smoke, runway visual range is more than six thousand feet." He said that this should be "prevailing visibility is five with ground fog and smoke, runway visual range is more than six thousand feet." He noted also that on page four, a transmission by the pilot of the aircraft and designated as "58N" shows, "Ah, ya all maintain clearance around the plane two or three hundred yards." He said this should be, "Ah, you will maintain clearance around the plane two or three hundred yards." He noted also that the transmission by the pilot of the aircraft under the designation "58N", at the bottom of page four is, "O.K. One eight one to intercept clear for the approach." He said that the clear should actually be cleared.

[] said further that a request could be made of FAA for a transcript of the first rerecording of the original tape recording and this request could be made of [] who could make arrangements to secure same through the FAA in Atlanta, Georgia.

FEDERAL BUREAU OF INVESTIGATION

Date October 15, 1971

1

[redacted]
[redacted] was interviewed at the AirKaman Terminal Facility at Jacksonville International Airport.

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[redacted] advised that he is employed as a co-pilot with Charter International Oil Company of Jacksonville, Florida. [redacted] related that at approximately 5 a.m. on October 4, 1971, he arrived in the parking area of the AirKaman Terminal. He stated that he and his pilot, [redacted] were to take a flight out of Jacksonville International Airport that morning. [redacted] continued that when he was getting out of his car he was approached by an individual who identified himself as being a FBI Agent who questioned him as to why he was at the terminal and advised him of a hijacking in progress. [redacted] stated that he went into the terminal and was advised that a hijacked aircraft was about eight miles away and was en route to the Jacksonville International Airport and would be landing in the vicinity of the AirKaman Terminal. [redacted] stated that both he and his pilot, [redacted] were both concerned over this because of the fact that their jet aircraft was parked right in front of the terminal awaiting its passengers.

[redacted] continued that he was inside the terminal when the hijacked aircraft taxied up the runway in front of the terminal and stopped at a ramp area to the left of the terminal. He stated that shortly after this he and [redacted] went out to their aircraft to start their preflight inspections and preparations. He stated that it was dark out but could see the hijacked aircraft in a parked position and saw automobiles near the aircraft but saw no activity and paid no particular attention inasmuch as they were busy with their preflight operations. He stated that he was on the outside of the aircraft and that [redacted] was sitting in the cockpit. He stated that about five minutes after they went outside he heard gunshots fired from the vicinity of the hijacked aircraft. He could not recall exactly how many shots he heard but stated that from what he can recall it was only about two

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SAs [redacted]
by [redacted] HLP:jdl Date dictated 10/15/71

or three. He stated that the shots sounded distant or light in sound and that both he and [] ran into the terminal. He stated that because of the darkness he could not see clearly but that he could see people moving about the aircraft as well as automobiles parked near the aircraft but that there were no lights on in these automobiles.

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[] stated that after a short while, exact time not recalled, he and [] were looking through the pane glass windows of the terminal in the direction of the hijacked aircraft and observed that the lights were on in the automobiles but saw no activity near the plane. He stated that they thought everything was over and they both went back to their own aircraft and did not pay any particular attention to the hijacked aircraft except taking glances at it from time to time. He stated that after being outside for about ten minutes he heard a second barrage of gunshots. He stated that on this occasion he heard about three shots and that the sounds of these shots were much more louder and more distinct than that of the first series of shots. Immediately before or during these gunshots he heard ✓ the engines in this hijacked aircraft "rev-up" as if the plane were about to taxi off and recalled hearing one loud shot after which the engines started screaming and assumed that a gunshot had hit the engine. He heard what he recalls now as two "smaller" shots which hit the tires of this hijacked aircraft. He stated that after these shots he and [] again ran back to the AirKaman Terminal and went inside and while looking out the window they saw a lot of commotion outside and people moving about and the whole affair appeared to be over and he and [] returned to their aircraft. Sometime later, an automobile pulled up in front of the AirKaman Terminal and an individual in a jump suit who appeared to be quite upset got out of the car and he asked this individual if he was the pilot of the hijacked plane and this individual stated that he was not the pilot but the co-pilot. He stated that he assisted this individual into the AirKaman Terminal and that this individual was emotionally upset and crying and said something about shooting someone right in the back as well as shooting two other individuals and a woman but he cannot recall specifically the words used or anything else that was said. He stated that he assisted this individual in

making a telephone call to his wife during which he completely broke down. He assisted this individual in making another telephone call to someone by the name of [] and talked about the shooting of the pilot and asked this individual to come after him.

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[] stated that from the time the hijacked aircraft first taxied in front of the terminal until the time of the second barrage of shots, about twenty to thirty minutes had elapsed but he could not be specific as to the exact times involved.

[] stated that during the times he was in the AirKaman Terminal and near his aircraft he could overhear transmissions from the tower to the hijacked aircraft but could not hear any transmissions from the aircraft to the tower. He recalled that when the hijacked aircraft first arrived he could hear someone giving it instructions to "go straight ahead," and asking questions of the pilot if anyone else could hear these transmissions, how many people were on the plane and inquiries about the passengers. He recalls that these transmissions were when the plane first arrived and also recalled hearing someone make an announcement saying that they were with the FBI and that there would be no fuel or servicing for the hijacked aircraft but he did not know exactly when this transmission was made. [] stated that he could not specifically recall any other transmissions being made.

[] stated that both he and his pilot were awaiting the arrival of their employers for the flight and were both quite busy with their own operations and because of this did not pay too much particular attention to the hijacked aircraft. He stated that both of them were nervous because of the fact that their jet plane was serviced and ready to go and both feared that the hijacker could have taken their plane.

FEDERAL BUREAU OF INVESTIGATION

Date October 15, 1971

1 [redacted] was located and interviewed at his residence, [redacted]
[redacted]

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[redacted] advised that he is employed as a pilot for the Charter Oil Company, Jacksonville, Florida, and flies out of the AirKaman Terminal at Jacksonville International Airport.

[redacted] advised that about 5:00 AM, October 4, 1971, he was at the AirKaman Terminal facility along with his co-pilot [redacted] and an individual by the name of [redacted] who works as a lineman for AirKaman Terminal. He stated that while at the terminal, they were approached by an individual who identified himself as being a FBI Agent, who advised him that a hijacked aircraft was coming in shortly and was going to land at the AirKaman Terminal facility. [redacted] advised that he was getting ready to take out a flight and his jet aircraft was in position immediately outside of the AirKaman Terminal, and was alarmed over the fact that the hijacker could have possibly taken his plane if he wanted to. [redacted] stated that he went outside the terminal to his plane when the hijacked aircraft landed on the runway in front of the terminal and parked at a ramp near the Cyclone fence to the left of the terminal building, about 100 yards away from where his plane was located. [redacted] stated that it was still dark out, but he could see the plane. [redacted] stated that he was busy with the preflight preparations on his own aircraft and that he did not pay any particular attention to the hijacked aircraft. He stated that when the hijacked aircraft first stopped, he could hear conversations from the tower to the hijacked aircraft, but he could not hear any conversations from the hijacked aircraft to the tower. He stated that from what he can recall, he remembers the tower asking the hijacked aircraft if any of the passengers could monitor the conversations and how many people there were on the plane. [redacted] stated he could not recall anything else specifically about these conversations. He stated that he was in and out of his aircraft and was busy getting his plane prepared for his passengers.

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by SA [redacted] HLP:sjt Date dictated 10/15/71

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[] stated that after a few short minutes when he first went to his plane after the hijacked aircraft had parked in the ramp area, that he heard two, possibly three, gun shots. He stated that these shots sounded like they were being shot from inside the airplane, as they sounded muffled with no echo. He stated that when this took place, that both he and his co-pilot ran into the terminal facility to take cover, as neither of them knew what to expect. He stated that after being in the terminal for a short while, they were looking out the plate glass windows in the direction of the hijacked aircraft and saw no activity and they assumed that whatever had happened was over and went back out to their airplane to continue their preparations.

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[] relates that about 25 minutes to one half hour later, he again heard several gun shots and these shots were much louder and much more distinct than the gun shots that he had heard previously, coming from the vicinity of the hijacked aircraft. He stated at the same time he heard these second shots, that the engines on the hijacked aircraft were "revving-up" as if the aircraft was going to move or take off. After the shots were fired, he heard the engines shrieking and shut down and he heard the tires on the aircraft "pop." [] further stated that before this he was paying no particular attention to the hijacked aircraft as he was in and out of his plane making preflight preparations. After hearing the shots, he stated that he and his co-pilot again ran back into the terminal building as they did not know what was happening and were afraid that the hijacker may want to take their plane.

[] stated that a short while later after returning to the building on this occasion, an automobile pulled up in front of the building and an individual identified himself as the co-pilot on the hijacked aircraft got out of the car and came into the terminal and appeared to be quite up set. He stated that this co-pilot made some statement to the effect, "he shot her, shot the pilot, and put the gun to his own head and shot himself." The co-pilot did not say or state whether or not he saw this himself, but [] assumed from the way he said it that he did. [] stated that after making these statements, the co-pilot broke down crying and that his co-pilot, [] assisted the hijacked co-pilot in making two telephone calls, one to his wife, and one to someone else asking this party to come and get him.

JK 164-103

3

[] stated that while the hijacked plane was parked at the ramp, he did notice an automobile or two in the vicinity of the plane with their lights on and from time to time saw people at or near the plane, but stated that he was busy making preparations with his own aircraft and was not paying any particular attention to any of the activities.

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[] stated that he could not completely be accurate as to the times when any of these above related activities took place, but recalled that shortly after the hijacked aircraft arrived, that he heard the first series of muffled shots and sometime later he heard the series of louder, more distinct shots, but could not specifically say the time that elapsed between them. He stated that from the time the hijacked aircraft landed at the AirKaman terminal to the time of the second series of shots, that about 25 minutes to one half hour elapsed.

FEDERAL BUREAU OF INVESTIGATION

Date October 15, 1971

1 [] Assistant Chief, Air Traffic Control Specialist, Federal Aviation Administration (FAA), Jacksonville International Airport, was interviewed at his place of employment where he is the Watch Supervisor at the Air Traffic Control Tower.

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[] advised that on the morning of October 4, 1971, he worked the 12 Midnight to 8 A.M. shift and was at his desk in the Terminal Radar Approach Control (TRACON) room. This room is located at ground level and is a part of the same building which houses the Air Traffic Control Tower. He noted that [] was the only FAA employee on duty up in the Control Tower.

[] displayed a sheet of paper which he said contained his notes he started making when he first received information that a plane had been hijacked, and it ended when he learned of three fatalities on board the hijacked plane.

[] noted that his notes were recorded showing times as Greenwich Mean Time (GMT); however, he would furnish the times as Eastern Daylight Time (EDT). He advised his notes contain his abbreviations and markings, which refresh his memory as to his activities on the morning of October 4, 1971. He furnished the following information under times indicated as essentially what his notes mean to him:

Eastern Daylight Time[] Interpretation of His Notes

0350

[] Assistant Chief, Jacksonville En Route Air Traffic Control Center, FAA, Hilliard, Florida, called him on a FAA line and furnished information that aircraft N9058N, Aero Commander AC-6T (which has turbine engines), had departed Nashville, Tennessee, en route to Atlanta, Georgia. [] stated that the Atlanta Center, FAA, had advised that this aircraft was

On 10/14/71 at Jacksonville, Florida File # JK 164-103by SA [] WFK:sjt Date dictated 10/15/71

-196-

2

[redacted] was diverting to Jacksonville, Florida. The estimated time of arrival at Jacksonville was 0500 EDT. He asked [redacted] if the FBI had been notified about the hijacking and after [redacted] replied no, he informed [redacted] that he would notify the FBI.

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0355

Telephonically contacted Agent [redacted] [redacted] FBI, at telephone number [redacted] [redacted] and advised him of the above information received from [redacted]

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0405

[redacted] called again advising that information had been received that two men with a gun had forced a woman aboard N9058N prior to departure at Nashville, Tennessee. [redacted] advised that the estimated time of arrival of this aircraft at Jacksonville had been revised to 0515 EDT. [redacted] further advised that four demands had been received from N9058N, which were as follows:

- (1) Over water gear for eight persons.
- (2) Approach charts for Freeport, Grand Bahama Islands.
- (3) Jet fuel truck with attendant to be available on arrival. No one other than attendant to be within two or three hundred yards of aircraft.
- (4) Have available an air starter to restart turbine engines.

At this time, [redacted] recalled that as he was attempting to call Agent [redacted] of the FBI with the latest information received from [redacted] he received another call from [redacted] which is set forth below.

0410

[redacted] called on the FAA line advising that N9058N had one more demand which was for two bottles of Chevas Regal. [redacted] said that at this time due to unfavorable visibility conditions at Jacksonville International Airport, he asked [redacted] how much fuel was on board N9058N. [redacted]

3

informed him that the flight plan indicated that N9058N had four hours plus twenty-five minutes fuel on board when the aircraft departed Nashville, Tennessee.

0415

[] called Agent [] at the FBI and informed him of the information received from [] during the second and third telephone calls he had received from [] Agent [] at this time advised him that the Atlanta Office of the FBI had called him furnishing substantially the same information he had received from []

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0420

[] called Deputy Chief [] FAA, at his residence and advised him of the above information concerning the hijacked plane.

0430

Called [] a second time advising him that visibility conditions at Jacksonville International Airport had improved and that N9058N would likely land at that airport at 0515 EDT.

0450

Special Agents [] and [] arrived at the Air Traffic Control facility and went up in the Control Tower cabin. At this time N9058N was approximately 20 miles northwest of Jacksonville International Airport.

0508

N9058N landed on runway seven and taxied as directed by Control Tower Operator [] to the General Aviation Taxiway and then proceeded to a parking area at the end of the taxiway. This parking area is southwest of AirKaman of Jacksonville, Incorporated, and is known as the city ramp, which is the property of the Jacksonville Port Authority.

0515

Received a telephone call from an outside line from an unrecalled individual at the FAA, Washington Control Central, Washington, D.C., who advised that an unidentified man in the FBI Washington Headquarters was also

4

on the line. The FAA employee requested that [] give him a current evaluation of the situation. He advised that N9058N had landed and was parked on the city ramp and further that local FBI Agents were on the scene in the vicinity of the aircraft, in addition, a FBI Agent was in the Control Tower conversing with N9058N.

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0538

Special Agent [] of the FBI came into the facility and went up in the tower to join Special Agent [] Agent [] at that time informed [] there were three fatalities.

[] advised that his notes had been locked in a secure place at his place of employment when he made them on October 4, 1971, and they would remain in a secure locked cabinet in the event he ever needed them to refresh his memory.

[] further advised that in addition to his own notes, he had made entries on the facility log, which is FFA Form 72-30.4. He advised that this log was locked in a secure cabinet which he could not open, and it would have to be made available by [] Facility Chief, Chief Controller, FAA, Jacksonville International Airport. He advised that he had reviewed the facility log since he spoke with Special Agents [] October 12, 1971, and that the facility log contained only three entries on the morning of October 4, 1971, which related to aircraft N9058N. He noted that the facility log is kept in Greenwich Mean Time.

He said the first entry was at 0750Z (0350 EDT), which was in essence "notification that N9058N had been hijacked with destination Jacksonville."

The next entry was at 0908Z (0508 EDT), and the entry was in essence "N9058N landed runway seven and taxied to General Aviation ramp southwest of AirKaman."

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The next entry was 0938Z (0538 EDT) and was in essence "FBI reported three fatalities aboard N9058N."

[] advised that during the period 0350 EDT to 0538 EDT on October 4, 1971, he was in the ground floor office of TRACON and was at or in the vicinity of his desk. He said that during almost this entire time he could hear the transmissions between the tower and aircraft on the TRACON monitor. If he had sat at his desk and listened to the monitor, he would have heard all of the transmissions, but at times he was up moving around and at other times he was on the telephone.

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[] noted that from about 0508 EDT to about 0535 EDT, he had keyed the telephone override, which allowed him to monitor the conversations within the Control Tower cabin. He noted that while the telephone override was keyed, he was then able to monitor transmissions between the tower and aircraft and in addition, he could hear conversations between Controller [] and FBI Agent []. He said that during the time he had the telephone override keyed, the conversations within the Control Tower cabin were being recorded on a continuous tape that records all conversations between aircraft and the Control Tower. He advised that he had listened to the tape recording made at the facility on the morning of October 4, 1971. He noted that this was the tape recording which had been impounded by the court as it contained the radio transmissions between the Control Tower and N9058N. He said it was a very good tape recording, and that he could understand the transmissions between the tower and aircraft and in addition, he could understand the conversation between [] and Agent [] as well as most of the radio transmissions being received by [] on a FBI radio he was using in the tower. [] advised that after listening to the tape recording, he feels that it contained all transmissions between the tower and N9058N.

JK 164-103

P. MISCELLANEOUS INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

Date October 8, 1971

1

[redacted] Big Brothers Aircraft, Incorporated, Nashville, Tennessee, telephonically contacted the Jacksonville Office of the FBI for the purpose of talking to his co-pilot, [redacted] and following his conversation with [redacted] he requested to speak with an agent.

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[redacted] advised that he was then at Airkaman of Jacksonville, Jacksonville International Airport. telephone number [redacted] He advised SA [redacted] that he had flown down from Nashville, Tennessee, in a company jet and he was accompanied by [redacted] and [redacted] He noted that the widow [redacted] is seven months pregnant and although she had a history of difficulty during pregnancy, her doctor had allowed her to come to Jacksonville where her husband had been shot and killed.

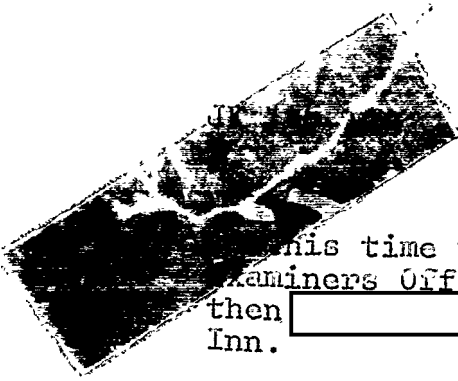
[redacted] advised that he wanted any possible assistance in determining when the body of pilot BRENT Q. DOWNS could be released for return to Nashville via the company jet. [redacted] subsequently advised that he had registered [redacted] in room 142 and [redacted] in room 144 at the Holiday Inn, Jacksonville International Airport.

[redacted] was advised that as soon as possible co-pilot [redacted] would be brought to the Holiday Inn where he could join his wife.

[redacted] subsequently was advised that SA [redacted] had contacted Dr. WELLS, Medical Examiners Office, and determined that as soon as a relative or close friend identified Mr. DOWNS' body, he would complete the autopsy within about two hours and that the body would be released to a funeral home. [redacted] was advised

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :jcb Date dictated 10/5/71



At this time that [] had agreed to go to the Medical Examiners Office and identify the body of Mr. DOWNS and then [] would be taken by SA [] to the Holiday Inn.

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[] was further advised that the medical examiner would only release the body to a funeral home in Jacksonville and it would be necessary that arrangements be made with a funeral director in Jacksonville to take custody of the body and also with a funeral director in Nashville, Tennessee, to accept the body once it was moved from Jacksonville to Nashville. [] at this time advised that he would complete arrangements in order that the funeral director in Jacksonville could have the body on his company jet in the late afternoon so that they could fly back to Nashville. He noted that his primary concern had been getting the body released in order that they could take [] back to Nashville that night because in her condition he did not feel she should remain in Jacksonville. [] expressed appreciation for the assistance rendered in this matter.

FEDERAL BUREAU OF INVESTIGATION

Date October 8, 19711

[redacted] PETER J. MC BREEN and Associates, Miami, Florida, telephone number [redacted] telephonically contacted the Jacksonville Office of the FBI advising that his firm was the insurance adjuster for Universal Aviation Underwriters, Atlanta, Georgia. The latter company has the insurance on airplanes owned and operated by Big Brothers Aircraft, Incorporated, Nashville, Tennessee. He noted that his company also will be adjusters in connection with certain insurance coverage relating to employees of the Nashville company.

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[redacted] stated that he was taking the first available flight out of Miami to come to Jacksonville for the purpose of photographing the plane hijacked in Nashville, Tennessee, and taken to Jacksonville, Florida, where the pilot was killed. He advised he desired to know the location of the plane and if it would be possible for him to photograph the plane as to damage as a result of gunshots.

[redacted] was advised that the plane is presently at the Jacksonville International Airport and that he should go to Airkaman of Jacksonville. He was advised that contact with Assistant United States Attorney [redacted] [redacted] determined that the plane would be available for his photographing its exterior and that as soon as possible, would be available for his examining and photographing of the plane's interior.

On 10/4/71 at Jacksonville, Florida File # JK 164-103

by SA [redacted] :jcb Date dictated 10/5/71

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE MEMPHIS	OFFICE OF ORIGIN JACKSONVILLE	DATE 11/3/71	INVESTIGATIVE PERIOD 10/6-29/71
TITLE OF CASE GEORGE MALLORY GIFFE, [redacted], aka (Deceased); [redacted] SUSAN LAKICH GIFFE, aka - VICTIM (Deceased); BRENT QUINTON DOWNS - VICTIM (Deceased); [redacted] - VICTIM		REPORT MADE BY SA [redacted]	b6 b7C TYPED BY acp
		CHARACTER OF CASE CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS, CARRYING A CONCEALED WEAPON; KIDNAPING; ETCA	

REFERENCES: Jacksonville report of SA [redacted] dated 10/16/71;
Memphis report of SA [redacted] dated 10/14/71.

- P -

ENCLOSURES FOR THE BUREAU (12)

12 photographs of the vicinity of Big Brothers Aircraft, Inc., Nashville Metropolitan Airport, Nashville, Tenn., and taxiway utilized by hijacked airplane. Descriptions of views depicted are contained in FD-302 in this report.

ACCOMPLISHMENTS CLAIMED					<input checked="" type="checkbox"/> NONE	ACQUIT-TALS	CASE HAS BEEN:
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES		
							PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

APPROVED

SPECIAL AGENT
IN CHARGE

DO NOT WRITE IN SPACES BELOW

COPIES MADE:

- ④ - Bureau (Enc-12) ENCLOSURE
1 - USA, Nashville (Enc-12)
3 - Jacksonville (164-103) (Enc-12)
(1 - USA, Jacksonville) (Enc-12)
2 - Memphis (164-76)

ENCLOSURE ATTACHED

164-2042-168
REC-58
EX-1
NOV 8 1971

Dissemination Record of Attached Report			
Agency	2-RAD		
Request Recd.	5 NYA		
Date Fwd.	12/10/77	1-FAA	
How Fwd.	1-RAD civil	JFH	
By	JFH	7-12-72	

Notations

STAT. SECT.

60 JUL 12 1972

ME 164-76

ENCLOSURES FOR JACKSONVILLE (12)

12 photographs, same as described for Bureau.

LEADS

JACKSONVILLE

AT JACKSONVILLE, FLORIDA

Follow and report prosecutive action against
subject [REDACTED]

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MEMPHIS

AT NASHVILLE, TENNESSEE

Continue efforts to develop information of
evidentiary value in this case.

ADMINISTRATIVE DATA

Bureau note that results of details of portions of
the civil actions filed in this case have been placed in a
separate report which will contain copies of petitions,
motions, and answers filed in U. S. District Court, Middle
District of Tennessee, Nashville, Tennessee.

It is noted that the investigative period of this
report predates that of last Memphis report as several
FD-302s were not completed prior to submission of last
report.

Bureau note that the [REDACTED]
[REDACTED] is in the process of obtaining
[REDACTED]

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The following information was obtained from
[REDACTED] at [REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

1

Date 10/27/71

A source at [redacted] who has furnished reliable information in the past, advised as follows:

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He first became aware of GEORGE M. GIFFE, JR. when

[redacted]

He recalled that GIFFE was a partner with [redacted] and [redacted] has since gone back into the Air Force as an officer and he believes [redacted] is a professor at Vanderbilt University, Nashville, Tennessee. [redacted]

[redacted]

He first became casually acquainted with GIFFE when

[redacted]

[redacted]

[redacted] GIFFE also opened a business called Continental Research Consultants and [redacted]

GIFFE also was connected with the Al Hirt Franchise Night Club Business. [redacted]

[redacted]

On 10/21/71 at [redacted] File # Memphis 164-76

by SA [redacted] ^{b6}_{b7C} Date dictated 10/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

- C -
COVER PAGE

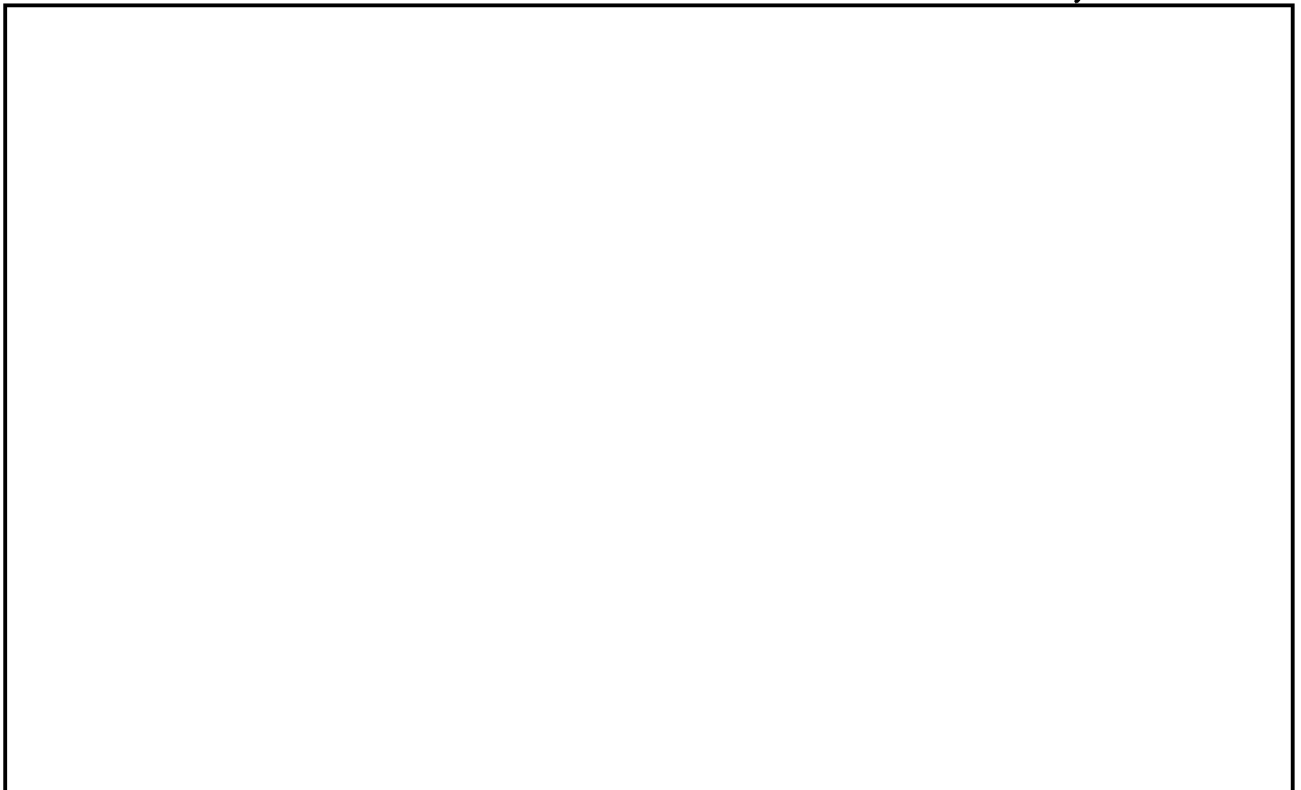
ME 164-76

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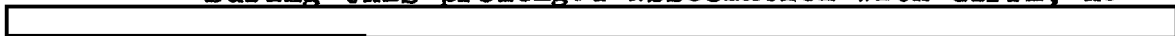


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GIFFE's Al Hirt Franchise deal never got off the ground and he believes because of this lack of success and GIFFE's automobile accident contributed to the failure of Global V Realty Company.



During this prolonged association with GIFFE, he



On these occasions, GIFFE was inclined to drink to excess and often GIFFE flashed a police commission badge and a black belt karate card. He did not believe GIFFE agile enough to be a holder of a black belt for karate and he believes GIFFE probably bought the card.

GIFFE also claimed during his association with GIFFE that he, GIFFE, was connected with the Mafia or at least have Mafia connections. GIFFE mentioned persons with whom GIFFE was associated as being prominent with the Mafia and named them as [redacted] GIFFE never identified these persons by their last names. GIFFE on one occasion told him that after the Al Hirt Franchise deal failed, [redacted] flew into Nashville, Tennessee, on a private plane owned by [redacted] and gave GIFFE \$13,000 cash in an attache case. According to GIFFE, [redacted] said GIFFE could pay this money back when GIFFE could afford to pay it back. GIFFE also informed him that [redacted] were sons of two Mafia leaders, who at one time were acquainted with GIFFE's grandfather at Chattanooga, Tennessee.

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On one occasion [redacted] GIFFE suggested that GIFFE and his wife and [redacted] take two weeks off and go to Miami, Florida. GIFFE said they could spend two weeks on a yacht owned by someone named [redacted] (phonetic) who was allegedly a Mafia leader at Miami, Florida.

GIFFE claimed that [redacted] was responsible for the failure of the proposed Al Hirt Night Club Franchises. During the Mardi Gras in 1971 when [redacted] was struck in the mouth by a rock while performing on a Mardi Gras float, GIFFE explained that the assault on [redacted] was financed by the Mafia. GIFFE claimed that the assault was in reprisal by the Mafia for GIFFE's loss of money caused by [redacted] Referring to the Mafia, GIFFE said, "We take care of each other."

On one occasion, early in 1971, [redacted] GIFFE produced two certificates from a small strong box. GIFFE waved one of these certificates and GIFFE claimed that the certificates were documents pertaining to Swiss bank accounts. GIFFE claimed Swiss deposits in amounts between \$400,000 and \$500,000.

He cannot recall a precise figure he saw on one of the certificates, but does recall the certificate had the name "Banque of Geneve." These words are the French spelling for Bank of Geneva and his first impression was that GIFFE stole the front-end money for Al Hirt Mardi Gras International and secreted this money in a Swiss bank account. This is all conjecture on his part and his theory was that GIFFE gave the money to [redacted] an associate of GIFFE, who was a "fine pilot,"

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to take the money to Geneva. GIFFE did not let him examine the certificate and he made no attempts to examine the certificate, but he believes he could recognize this certificate should he see it again.

He knows of no business opportunities undertaken by GIFFE that were successful. GIFFE on one occasion bragged that after a few telephone calls concerning location of money for another to invest that GIFFE received a check "so big it made my hands shake." He believes GIFFE was possibly telling the truth on this occasion and because of this initial success, GIFFE concentrated efforts toward the money brokerage business and GIFFE's Global V Realty Company failed.

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GIFFE continued to claim he was trying to locate the money and on several occasions he suggested GIFFE withdraw the funds GIFFE allegedly had in a Swiss bank account. GIFFE on each occasion said "I can't touch that money." GIFFE also suggested financing through the Butterfield Bank of Bermuda with branches in Nassau, Bahamas.

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About the same time, GIFFE's wife, SUSAN, left GIFFE and GIFFE began "hiding out." By this, he means GIFFE would not answer the telephone. He presumes GIFFE was extremely desperate financially and coupled with GIFFE's estrangement from his wife, the situation possibly led to GIFFE's ultimate decision to murder SUSAN and commit suicide.

On the Saturday night before the hijacking and at approximately 11:00 p.m., or 11:30 p.m., he saw GIFFE at [redacted]

[redacted] He observed GIFFE standing at the bar [redacted]

[redacted] He learned later from [redacted] that GIFFE was in the club with a short blond female. Later he heard that on the same night at approximately 12:00 midnight, GIFFE appeared at the Briar Patch Night Club. He understands GIFFE approached someone GIFFE did not know at the door of the Briar Patch and flashed a badge to this person. [redacted] [redacted] observed this and came to the door asking GIFFE what GIFFE wanted. GIFFE asked [redacted] if "any loose ladies were around" and [redacted] told GIFFE no. [redacted] in a round about way suggested GIFFE look elsewhere and GIFFE left the Briar Patch.

Knowing GIFFE as he does, he does not believe GIFFE would have hijacked the airplane or committed murder and suicide had not [redacted] gone along with GIFFE. He does not

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know [] however, he knows GIFFE never did anything alone and GIFFE always needed the assurance that another person was committed to the same course of action.

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Contact has been made with Internal Revenue Service, Nashville, Tennessee, regarding an audit of subject GIFFE's tax returns for tax years 1968 - 1970. IRS officials will make available records pursuant to regulations requiring correspondence from the U. S. Attorney's Office at Nashville. This is in the process of being done and records will be reviewed as soon as possible.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - U. S. Attorney, Jacksonville, Florida (Enclosures 12)
1 - U. S. Attorney, Nashville, Tennessee (Enclosures 12)

Report of: SA [redacted]
Date: November 3, 1971

Office: Memphis

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Field Office File #: ME 164-76

Bureau File #:

Title: GEORGE MALLORY GIFFE, JR. (Deceased)

SUSAN LAKICH GIFFE - VICTIM (Deceased)
BRENT QUINTON DOWNS - VICTIM (Deceased)
[redacted] - VICTIM

Character: CRIME ABOARD AIRCRAFT - HIJACKING, INTIMIDATION OF CREW
MEMBERS, CARRYING A CONCEALED WEAPON, KIDNAPING;
Synopsis: FEDERAL TORT CLAIMS ACT

Sketch and photographs made of Big Brothers Aircraft, Inc., (BBA) and certified copy of Nashville Metropolitan Airport, Nashville, obtained. Tower personnel at FAA did not observe actual hijacking at BBA. On 10/3/71 subject GIFFE contacted Nashville pilot [redacted] to fly him to unmentioned location. [redacted] a casual associate of subject GIFFE, saw GIFFE at BBA 10/3/71. [redacted] co-pilot of hijacked plane commented if hijacked plane refueled, pilots would have been killed at termination of flight and pilot DOWNS could possibly have been dead when engine disabled. Investigation by Nashville Metropolitan Police Department, Safety and Security Division, Nashville Metropolitan Airport, Nashville, and FAA at Nashville set forth.

[redacted] stated. subject GIFFE had emotional problem stemming from domestic difficulties which resulted in discharge from Tennessee Air National Guard. [redacted] psychiatrist, saw subject GIFFE in 1956 and 1957 who then suffered from symptoms of reactive depression and acute anxiety reaction and as a result was unable to respond to normal duties and obligations in a normal manner. Records of Commerce Union Bank, Credit Union and other records indicate subject GIFFE heavily indebted. [redacted] father of victim SUSAN GIFFE, states subject GIFFE came to his home, 1:00 p.m., 10/3/71, talked

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with SUSAN, and SUSAN's mother threatened subject GIFFE with a flower pot. [] said he and [] intended to meet SUSAN after work for fear subject GIFFE would harm her, but SUSAN later stated it would not be necessary. Neighbors of subject [] had favorable comments regarding him. Subject [] has no criminal arrests at former residence, Gallatin, Tenn. [] female associate of subject GIFFE, met subject [] for first time on 10/2/71 at LaBri Lounge, Nashville. USDC Judge FRANK GRAY, JR., MDT, Nashville, set date for hearing on civil actions, 11/1/71.

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ENCLOSURES FOR U. S. ATTORNEYS, NASHVILLE,
TENNESSEE, AND JACKSONVILLE FLORIDA

12 photographs of the vicinity of Big Brothers Aircraft, Inc., Nashville Metropolitan Airport, Nashville, Tennessee, and taxiway utilized by hijacked airplane. Descriptions of views depicted are contained on page 7 of this report.

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DETAILS:

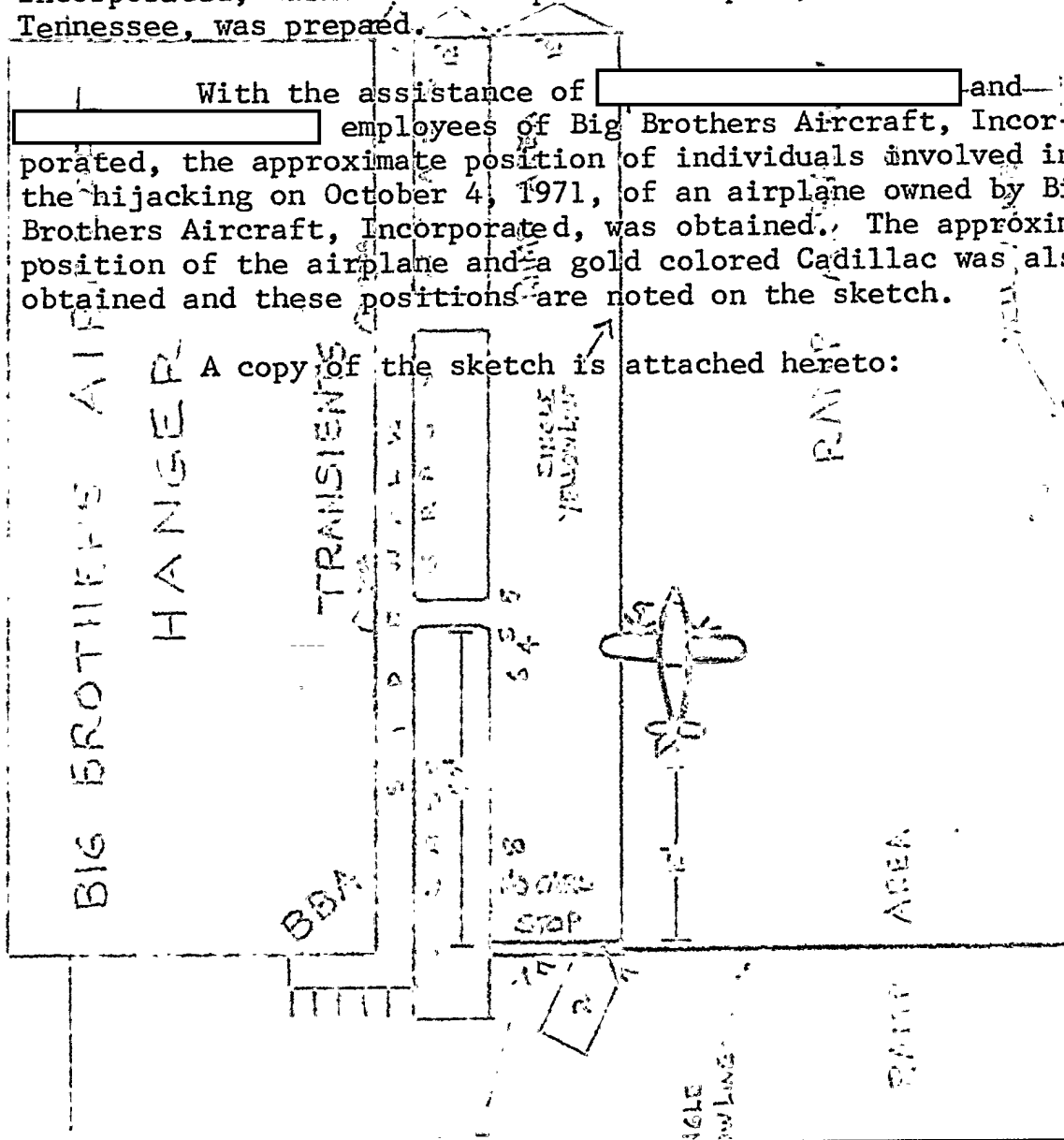
AT NASHVILLE, TENNESSEE

- I. INVESTIGATION AT BIG BROTHERS AIRCRAFT, INC.,
NASHVILLE METROPOLITAN AIRPORT, NASHVILLE,
TENNESSEE, REGARDING DETAILS OF HIJACKING
AND RELATED INVESTIGATION

Date 10/28/71

With the assistance of [redacted] and [redacted] employees of Big Brothers Aircraft, Incorporated, the approximate position of individuals involved in the hijacking on October 4, 1971, of an airplane owned by Big Brothers Aircraft, Incorporated, was obtained. The approximate position of the airplane and a gold colored Cadillac was also obtained and these positions are noted on the sketch.

A copy of the sketch is attached hereto:



On 10/20/71 at Nashville, Tennessee File # Memphis 164-76 Jacksonville 164-103

by _____ SA

Date dictated 10/26/71

5

FEDERAL BUREAU OF INVESTIGATION

1Date 11/1/71

Photographs were obtained in the vicinity of Big Brothers Aircraft, Inc., Nashville Metropolitan Airport, Nashville, Tennessee, and photographs were obtained from various angles in and around the hangar area of Big Brothers Aircraft and also photographs of the taxiways and runway at the Nashville Metropolitan Airport.

A Speedgraphic camera, 4 inches by 5 inches, was used with Kodak Tri-X Pan Professional black and white film. The photographs were taken using a lens setting of F-11 and a shutter speed of 1/50th of a second.

The following is a description of the views depicted in the photographs:

- 1) - 6) photographs of vicinity of Big Brothers Aircraft, Inc., Nashville Metropolitan Airport, Nashville, Tennessee, from various angles
- 7) view looking in northerly direction of taxiway directly in front of Big Brothers Aircraft, Inc.
- 8) view looking in northerly direction of first intersection of taxiway en route to runway #31
- 9) view looking in easterly direction of intersection depicted in photograph #8
- 10) view looking in easterly direction of turn that approaches runway #31
- 11) view looking in northerly direction of area where hijacked plane stopped momentarily just short of runway #31
- 12) view looking in northerly direction of intersection of taxiway and runway #31.

On 10/21/71 at Nashville, Tennessee File # ME 164-76
JK 164-103
by SA [redacted] /acp Date dictated 10/27/71

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b7c

FEDERAL BUREAU OF INVESTIGATION

1Date 10/28/71

[] Chief Engineer, Nashville Metropolitan Airport, Nashville, Tennessee, was contacted and made available a certified copy of the Nashville Metropolitan Airport lay-out plan. [] stated that this certified copy of the lay-out plan was reproduced from an FAA approved airport plan lay-out and the lay-out plan was certified by [] a Notary Public for the State of Tennessee.

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b7C

[] advised that it was not necessary that the certified copy of the airport lay-out plan be returned.

On 10/20/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76

by SA [] Date dictated 10/26/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/22/71

1.

[redacted] employed by Hoover, Inc., Donelson Pike Road, Nashville, Tennessee, was contacted at Nashville Flying Service, Nashville Metropolitan Airport, Nashville, Tennessee. [redacted] was advised of the identity of the interviewing Agents and the nature of the interview and thereafter furnished the following information:

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b7C

[redacted] advised that he knew GIFFE casually as GIFFE lived a few doors down from him in the Bavarian Apartments in Nashville, Tennessee.

[redacted] advised he first met GIFFE approximately three months ago when GIFFE was having a party at his apartment at that time. [redacted] stated he stayed at the party for approximately two hours and left. Shortly after he left, he later learned GIFFE and his wife SUSAN had a fight in which GIFFE physically struck his wife SUSAN.

After this party, [redacted] never socialized with GIFFE but he did occasionally see GIFFE around the apartments and they would say hello to each other and go their separate ways.

On October 3, 1971, at approximately 11 A.M., [redacted] advised that he was still in bed and someone knocked on the door so he sent his girl friend [redacted] down to see who was there. His girl friend returned and stated it was GEORGE GIFFE and that GIFFE requested that [redacted] fly him somewhere but did not indicate where and that GIFFE would like [redacted] to fly him shortly. [redacted] advised he relayed through his girl friend, [redacted] that he could not make it as he did not feel well.

[redacted] had no further contact that day with GIFFE and was not aware of any plans GIFFE may have had for travel other than what had taken place that morning.

On 10/21/71 at Nashville, Tennessee

File # Memphis 164-76
Jacksonville 164-103

SA [redacted]
SA [redacted]

by

Date dictated 10/21/71

2.
ME 164-76

[redacted] further advised that he does not
know [redacted] at all and could furnish no
information concerning him.

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/27/71

[redacted] was interviewed at his home, [redacted] where he advised he was willing to provide the following free and voluntary written statement:

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"10/21/71
[redacted]

"My name is [redacted] I reside at [redacted]
[redacted] I am employed as a mechanic for American Airlines. I am also a commercial pilot and as such charter flights out of the Nashville Metropolitan Airport.

"I wish to make the following free and voluntary statement:

"On Sunday morning Oct 4, 1971, at approx. 1:00 am, [redacted] another American Airlines employee, employed at the airport, and I drove over to Big Brothers hangar at the Nashville Airport to purchase flying manuals. While there I observed Brent Downs and [redacted] out on the ramp area standing near a Aero Commander, twin engine, turboprop. I was personally acquainted with these men through flying.

"We went out to talk with them. Also standing nearby was [redacted] an employee of Big Brothers Aircraft who works as a ramp boy. We talked generally about flying. They said they were flying to Atlanta and would be returning that morning. They also mentioned something about the passengers being late. [redacted] said the customer had called to confirm that he was coming. Bent & [redacted] also mentioned something to the effect that the guy was late because of a girl.

"At approx. 1:30 am Loomis and I saw the headlights of a car approaching Big Brothers Hangar. We thought it was the charter coming so we told Brent & [redacted] they would see them later. We started walking towards the vehicle at which

Interviewed on 10/21/71 at [redacted] File # Jacksonville 164-103
Memphis 164-76

by SA [redacted] Date dictated 10/22/71

JK 164-103

ME 164-76

2

we noticed that the vehicle approaching belong to one of the other ramps.

"As we drove out Big Brothers ramp area we met a gold or green color Cadillac or Buick or some kind of large car, at the stop sign. The only think I remember about the car was that it was being driven by a large man.

"We got back to the terminal building in approximately five minutes. Over the monitor I heard [] copying I.F.R. clearance to Atlanta, and the plane took off normally.

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b7C

"I have read this statement consisting of this page and two others number one and two and initialed by me. They represent a true account of my statement. No promises, threats or coercion were used to get me to sign this statement.

"Witness: []

[]
10/21/71

Special Agent, FBI"

FEDERAL BUREAU OF INVESTIGATION

Date 10/19/711

[redacted] Attorney at Law, Nashville
Bank and Trust Building, Nashville, Tennessee, made
available the following described items which he stated
were the clothing being worn by pilot DOWNS at the time
of his being shot in Jacksonville, Florida:

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- (1) One pair of undershorts, light green in color
- (2) One short sleeved sport shirt, Fleet Street,
Fruit of the Loom Brand, blue white and yellow
plaid in color
- (3) One pair of blue pants labeled Koratron
- (4) One undershirt, white in color
- (5) One pair of blue socks
- (6) One pair of black shoes, Cadillac brand

[redacted] requested that these items be returned
to him when they are of no further use.

On 10/15/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] Date dictated 10/15/71

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FEDERAL BUREAU OF INVESTIGATION

Date 10/21/71

[redacted] was interviewed at his apartment at [redacted] and he provided the following signed statement:

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"10/19/71
Nashville, Tenn.

"My name is [redacted]

[redacted] I am employed as a airline food equipment handling supervisor for Sky Chefs, American Airlines at Nashville Metropolitan Airport, Nashville, Tenn. I would like to now make the following voluntary statement to SA [redacted] who have identified themselves as Special Agents of the FBI.

"On Monday morning Oct. 4, 1971 I had gone over to Big Brothers Aircraft Hanger at Metropolitan Airport with [redacted] to purchase flight manuals from Big Brothers. We arrived at the Big Brothers Hanger at approximately 1:00 AM. Monday, Oct. 4, 1971. We purchased the manuals and went out to talk with two pilots for Big Brothers who were known to [redacted] I learned later these men were [redacted] and BRENT DOWNS. Standing with them was a ramp boy, name unknown. [redacted] asked them where they were going. The ramp boy said they were going to Atlanta. He further said something to the effect that they had money as they had paid cash for the trip. We talked generally about flying for a few minutes, approximately 15. During the conversation I remember one of the pilots, or the ramp boy, saying something to the effect that if the passengers didn't arrive pretty soon, they were going to call the trip off. The ramp boy further mentioned that the customer had called twice saying that he would be there and to hold the plane.

"The conversation ended when an automobile, possibly a Chevrolet, Nova, black in color, with mag type wheels, pulled up. We thought that the passengers had arrived, so knowing they were in a hurry we wanted to get out of the area.

On 10/19/71 at Nashville, Tennessee File # ME 164-76

JK 164-103

by SA [redacted] Date dictated 10/20/71

ME 164-76

2

"As we were driving out of the Big Brothers ramp area I observed a late model Cadillac, dark in color, possibly 2 door, driving at a high rate of speed, pass over the taxi way leading to Tennessee State hanger. This was at approximately 1:30 AM. I do not remember seeing the number of the occupants in the automobile or where they were sitting.

"I have read this statement consisting of this page and two others number 1 & 2 and initialed by myself. They represent a accurate account of my statement. No promises, threats or coercion have been made to me to get me to sign this statement.

/s/

October 19, 1971

b6
b7C

"Witness:
"Witness

Special Agent, FBI
Special Agent, FBI"

FEDERAL BUREAU OF INVESTIGATION

1Date 10/28/71

[redacted]
[redacted] telephone [redacted] advised he is employed by the Federal Aviation Administration as a control tower operator, Nashville Metropolitan Airport, Nashville, Tennessee.

b6
b7C

On October 4, 1971, he arrived on duty at the Nashville Airport control tower at 1:00 a.m. [redacted] was the only other control tower operator on duty.

At 1:24 a.m. on October 4, 1971, [redacted] received a call from Memphis Center advising him that aircraft number N9058N had requested IFR (Instrument Flight Rules) clearance and had received pretaxi clearance. The next call was received at 1:52 a.m. whereupon N9058N called for taxi IFR to Atlanta. At this time, airport security police contacted [redacted] by telephone and advised him that they had information that aircraft N9058N was being hijacked. [redacted] was to try and delay the aircraft while airport security sent vehicles to the aircraft in an attempt to stop the aircraft.

At 1:58 a.m., N9058N called for take-off clearance. [redacted] in an effort to delay the aircraft, did not acknowledge the call. At this time, [redacted] noticed that two airport security vehicles were approaching the aircraft from the rear. At 1:59 a.m., N9058N advised that he was taking off. When aircraft was air bound, [redacted] contacted Memphis Center and advised them that the plane was being hijacked.

[redacted] advised that Big Brother Aircraft ramp area is located one mile east of the control tower. During the time that he first received communication from the aircraft and the time that the aircraft took off, he did not observe any individuals in the vicinity of the aircraft nor see anyone board the aircraft.

On 10/22/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103

by SA [redacted] Date dictated 10/28/71

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FEDERAL BUREAU OF INVESTIGATION

Date 11/1/71

[redacted]
[redacted] furnished the following information:

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b7C

He is employed as a security officer at the Nashville Metropolitan Airport, Nashville, Tennessee.

During the early morning hours of October 4, 1971, he was conducting routine patrol duty in the runway area of the Nashville Metropolitan Airport when he received a call from the Security radio dispatcher advising of some type of disturbance in the vicinity of the Big Brothers Aircraft on the eastern side of the airport. He returned to the Security Office located at the southwest end of the airport and observed [redacted] and officers [redacted] getting into a Security patrol car. He followed them as they left the Security Office and then heard the radio dispatcher put out an alert that there were some armed men aboard an aircraft.

When he arrived on the east side of the airport, the aircraft in question was already on the runway. He drove his patrol truck to the left side of the aircraft and [redacted] and the other officers were on the right side of the aircraft. They drove alongside it and as they did so, he [redacted] shined his spotlight into the cockpit of the plane. He had his emergency lights on at the time. He saw the pilot of the aircraft look over his shoulder in the direction of the spotlight and then heard the pilot say over the radio "I'm rolling." With that the plane proceeded down the runway. He and the other officers followed the plane approximately half way down the runway and then stopped as the plane took off.

He thereafter returned to the Security Office where he handled telephone calls and worked as relief radio dispatcher for approximately 30 minutes.

He then went to the Big Brothers Aircraft Company area of the airport, arriving there between 30 and 60 minutes after the aircraft had departed. He observed several

On 10/27/71 at Nashville, Tennessee File # ME 164-76

by SA [redacted] Date dictated 10/29/71

ME 164-76

2

Metropolitan Police Department officers in the vicinity and was present when these officers began a search of a gold colored Cadillac which was parked in the area. He did not participate in the search of the vehicle, however.

[] advised that he had no personal knowledge as to any of the details of the incident described above and he was not acquainted with any of the individuals involved in the incident.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date 10/21/71

[redacted] was interviewed at his home, [redacted] and he provided the following information.

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b7C

[redacted] is employed as a Safety and Security Specialist at the Nashville Airport Authority, Metropolitan Airport, Nashville, Tennessee. On Monday morning, October 4, 1971, while he was on duty at the Metropolitan Airport, at approximately 1:50 to 2:00 a.m. he was advised by [redacted] his supervisor, there was trouble over on the east end of the airport.

He, [redacted] and [redacted] then proceeded to the Big Brothers hangar in a Safety and Security vehicle. While proceeding to that vicinity [redacted] advised him and [redacted] that Big Brothers had just called the Safety and Security Dispatcher and said that two men had forced a woman into one of their aircraft.

As they arrived near the hangar [redacted] observed a two-engine turbo prop aircraft taxiing toward the approach end of runway number 31. The aircraft stopped momentarily. At that moment they arrived approximately even with the aircraft. [redacted] then advised the airport tower that they had arrived near the aircraft.

Almost immediately he heard the tower frequency radio in his car state "I'm rolling" at which time the aircraft proceeded down the runway and became airborne.

During this time a Safety and Security truck driven by [redacted] was on the opposite side of the aircraft. Both of these vehicles then followed the aircraft down the runway until it became airborne.

When the airplane became airborne the men then returned to Big Brothers Aircraft where he observed a 1970 Cadillac, gold or tan in color with a black vinyl top, parked at the northwest corner of the Big Brothers facility.

On 10/19/71 at Nashville, Tennessee File # ME 164-76
by SA [redacted] SA [redacted] Date dictated 10/20/71
JK 164-103

ME 164-76

2

The automobile lights were on, the motor was running, and the driver's door was open.

[] observed a quantity of medicine bottles in a zipper bag standing open on the rear floorboard immediately behind the driver's seat. He also observed an envelope lying on the dash and a woman's scarf or sash on the hood of the automobile.

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b7C

At that time [] conducted a license check of the vehicle and determined that it was registered to Mr. GIFFE. At about that moment officers of the Metropolitan Police Department arrived on the scene and backed the automobile into the Big Brothers hangar where it could be processed for fingerprints. [] then returned to the Safety and Security post.

ME 164-76

II. DETAILS OF CHARTER OF BIG BROTHERS AIRCRAFT,
INC., AIRPLANE BY SUBJECT GIFFE on 10/3/71

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/21/71

[redacted] was interviewed at his place of employment, Russell W. Brothers Company, Inc., 3322 West End Avenue, at which time he was advised of the identity of the interviewing Agents and was advised that he was to be interviewed concerning the aircraft hijacking that occurred at Big Brothers Aircraft during the early morning hours of October 4, 1971. [redacted] at this time, furnished the following signed statement:

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b7C

"Place: Nashville, Tenn.
Date: Oct. 19, 1971

"My name is [redacted] and I reside [redacted] and [redacted] have identified themselves to me as Special Agents of the Federal Bureau of Investigation. I would now like to furnish the following statement which is voluntary on my part.

"At about 5:30 PM on Oct. 3, 1971 I was at Big Brothers Aircraft (BBA) and I observed an individual at the counter. I had known this man previously, but could not call his name right. I greeted this man, the exact words I do not recall.

"I ask this man where he was going and he replied to Atlanta, and that one of your planes is taking me. Meaning one of BBA's aircrafts. I said fine and walked back to the office area and no one was in the offices and I then returned to the counter and asked the line man who the man was at the counter.

"The line man showed me a receipt with the name G. Giffe or George Giffe and I then recalled the man. I asked the line man what type aircraft was being chartered and was advised a 'Hawk Commander'. As I wanted to get some time flying Co-pilot so I called [redacted] to see if I could make the trip.

[redacted] said fine, and I said let's go. [redacted] then advised this flight was for 1:15 AM on Oct 4, 1971. I said that this was a little early for me and advised [redacted] if I wanted to go I would call him.

Interviewed on 10/19/71 at Nashville, Tennessee File # Memphis 164-76

SA [redacted]
by SA [redacted] Date dictated 10/19/71

ME 164-76

2

"I have known George Giffe as a slight acquaintance since sometime in 1950.

"I have read the attached pages of my statement and confirm that its context is true & correct.

/s/

[Redacted Signature]

b6
b7C

"Witness:

/s/ [Redacted] SA, FBI, Nashville, Tenn. 10/19/71
/s/ [Redacted] SA, FBI, Nashville, Tenn., 10/19/71"

FEDERAL BUREAU OF INVESTIGATION

1

Date 10/22/71

[redacted] an employee of Big Brother Aircraft, Nashville, Tennessee, was contacted at his place of employment, at which time he was advised of the identities of the interviewing Agents and advised that he was being interviewed concerning the hijacking of a Big Brother Aircraft that had occurred on the night of October 3 and the early morning hours of October 4, 1971. At this time, [redacted] furnished the following signed statement:

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b7C

"Nashville, Tennessee

October 20, 1971

"My name is [redacted] and I reside at [redacted] I am employed at Big Brothers Aircraft in Nashville, Tennessee as a lineman. [redacted] have identified themselves to me as Special Agents of the Federal Bureau of Investigation. I would now like to furnish the following statement which is voluntary on my part.

"On the night of Sunday, October 3, 1971 at about 7:00 or shortly thereafter I saw a Cadillac pull up to the northwest corner of the hanger and a man got out of the car and proceeded to walk up the sidewalk to the front door of the hanger. This man was a white male approximately 5'8" tall and weighed maybe 260 pounds. He was neatly dressed in casual clothes and had dark curly hair. The man waved at me and [redacted] who was standing with me in front of the hanger. [redacted] then said to me, 'That's the man who has the charter at about one o'clock to go to Atlanta.' [redacted] and I went to tie down an aircraft and the next time I saw the man, he was in the hanger with his car near the Hawk Commander aircraft. He was just closing the trunk of his car and he had a suitcase sitting on the floor of the hanger near the door of the aircraft.

"The next time I saw this same man it was about 10:30 p.m. and [redacted] and I were servicing the 310 Cessna and the man approached [redacted] and said something to him which I could not hear. The man then left the area and [redacted] told me that the man just wanted to make sure

On 10/20/71 at Nashville, Tennessee File # Memphis 164-76by SA [redacted] WDM/bb Date dictated 10/20/71

ME 164-76

2

the plane he had chartered would be ready to go at 1:00 a.m. I never knew the man's name that night and I never saw the man again.

"I have read this statement consisting of this and two other pages and it is true of the best of my knowledge.

[Redacted]

b6
b7C

"Witness:

[Redacted]
[Redacted]

SA, FBI, Nashville, Tenn. 10/20/71
SA, FBI, Nashville, Tenn. 10/20/71"

ME 164-76

III REMARKS OF [REDACTED] AND [REDACTED]
[REDACTED] EMPLOYEES OF BIG BROTHER
AIRCRAFT, INC.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/18/71

[redacted] home residence [redacted]
[redacted] employed by Big Brothers Aircraft, Incorporated (BBA), Nashville Metropolitan Airport, as a pilot and salesman, furnished a signed statement to [redacted] Special Agents of the Federal Bureau of Investigation, on October 7, 1971.

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In addition to information furnished in the signed statement, [redacted] also furnished the following information:

On October 6, 1971, during the course of interview with [redacted] he remarked that he was not in disagreement with the way that Agents of the FBI handled the situation involving a hijacking at Jacksonville International Airport, Jacksonville, Florida, on October 4, 1971. [redacted] stated that he believes that should they have been allowed to refuel the airplane and continue the flight, that both he and MR. DOWNS would have been killed at the termination of the flight. He also claimed that statements printed in the Nashville, Tennessee newspapers, made by [redacted] concerning information attributed to him by [redacted] was not in fact information he furnished to [redacted]

On October 6, 1971, [redacted] stated that when he arrived at the hanger at Big Brothers Aircraft, Nashville Metropolitan Airport, [redacted] asked to see the copy of the statement he furnished the FBI. He informed [redacted] that the statement was not yet complete and the FBI had the original and copy of the statement. He said that [redacted] became enraged at this and "chewed me out" for permitting the FBI to keep his copy of the statement.

On October 7, 1971, upon completion of the statement in the p.m. hours, he recalled his observations concerning the propeller of the airplane stopping at a feather position, after a shot was fired into the engine. Based upon these observations, he said he does not believe MR. DOWNS

Interviewed on 10/6 and 7/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] RAM:mas Date dictated 10/14/71
SA [redacted]

turned off the fuel supply following the shot into the engine. He explained that for the propeller to stop at a feather position, when manually shutting off the fuel source, it would be necessary to reverse the engine on the airplane. He does not recall the engine ever having been reversed and surmised that MR. DOWNS could possibly have been dead when the engine was disabled.

He recalls seeing a man pass in front of the airplane immediately after the engine was disabled and his first impression was that the man was "stupid". He later revised this impression and thought that this man, as well as the other man who first opened the door of the airplane, was "very brave".

On October 6, 1971, in the p.m. hours, [redacted] requested a copy of the statement, based upon the specific instructions of his employer, [redacted]. He said that he would decline to sign the statement at this time and he said that he had an appointment at 10 a.m. on October 7, 1971 with attorneys for Big Brothers Aircraft, who also desired to review the statement. He said that [redacted] insisted upon an opportunity to review the statement prior to his signing it, and [redacted] also desired that attorneys for BBA review the statement prior to his signing it. He stated that he would contact Special Agents [redacted] [redacted] when he was ready to sign the statement.

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b7C

During the p.m. hours on October 7, 1971, [redacted] [redacted] stated that he furnished a copy of his unsigned statement to the attorneys for BBA and engaged in a heated argument with Attorney [redacted]. He said that [redacted] claimed that he told [redacted] that he informed the FBI at Jacksonville, Florida that the men on the plane were going to kill them all. He told [redacted] in no uncertain terms that he never made this statement to [redacted] or anyone else.

He said that he recalls that while in Jacksonville, Florida in the presence of [redacted] who had just lost her husband, [redacted] remarked that the disabled aircraft was 80% of [redacted] business. [redacted] expressed concern over the survival of the business without the use of the disabled airplane. At this time he considered this remark inappropriate, considering [redacted] grief and it gave him the impression that [redacted] was more concerned over the loss of the airplane than the death of the pilot.

ME 164-76

3

He advised that he further recalls that upon a return flight from Jacksonville to Nashville, after the hijacking incident, [] remarked that [] appeared to enjoy posing for the television cameras and he was inclined to agree with her. Immediately upon arrival at Nashville, Tennessee; [] took him by the arm and said that he had called a news conference. He told [] that he was very tired and still under strain from the ordeal and did not care to participate. He said that [] seemed to be satisfied with this.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1.Date October 18, 1971[redacted]
home residence [redacted]b6
b7c

[redacted] employed as a lineman for Big Brothers Aircraft, Inc. (BBA), Nashville Metropolitan Airport, approached [redacted] Special Agents of the Federal Bureau of Investigation, at BBA facilities at the Nashville Metropolitan Airport. [redacted] requested to speak to Special Agents in private.

He related that [redacted] his employer, took his copy of his signed statement regarding the hijacking of a Big Brothers aircraft on October 4, 1971. He said that [redacted] told him that he did not need it.

He stated that prior to this he had made a copy of his signed statement on a duplicating machine at BBA, although [redacted] expressly forbid him to make a copy for himself. He stated that the copy of the statement furnished to him by the Special Agents was his signed statement and that he wanted it and that he should have the copy furnished to him.

He was informed that this situation was something that had to be resolved between himself and [redacted] but the original signed statement would be the basis for his testimony if it were necessary and that the original signed statement was being retained by the Federal Bureau of Investigation.

On 10/7/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76

by SA [redacted] Date dictated 10/14/71
SA [redacted] RAM:LFM

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ME 164-76

IV. COMMUNICATIONS FROM HIJACKED AIRPLANE TO
FAA FACILITIES AT NASHVILLE, TENNESSEE

FEDERAL BUREAU OF INVESTIGATION

1

Date 10/29/71

On October 7, 1971, the Federal Aviation Administration, Department of Transportation, Nashville, Tennessee, made available a copy of a tape recording which was made at the Nashville Tower on October 4, 1971, containing transmissions between the Nashville Tower and Nashville Aero Commander 9058 November which plane was hijacked on that date.

A portion of the transmission on that tape was not discernible; however, a transcription from the copy of the tape was made on October 7, 1971.

To insure the accuracy of the transcription of the copy of the above tape, [redacted] Deputy Chief, Nashville Control Tower, Federal Aviation Administration, Nashville Metropolitan Airport, was contacted for assistance in deciphering some of the transmissions which were not discernible on the copy of the tape. b6 b7C

In the presence of [redacted] and utilizing a copy of the original tape recording, items on the copy of the tape were deciphered and the following is a completed amended transcription as interpreted by [redacted]

Aero: Nashville ground commander nine zero five eight November, we are at Big Brothers. We are instruments down to Atlanta. We're ready to taxi.

Tower: Commander nine zero five eight November - Nashville ground control. Taxi runway three-one or two right your choice the wind is calm. Altimeter three thousand.

Aero: OK. Thirty ought and we'll take three-one.

Tower: Alright sir. We have your clearance when you're ready to copy.

Aero: OK. Ready to copy.

On 10/20/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103

by SA [redacted] Date dictated 10/26/71

ME 164-76

JK 164-103

2

Tower: Commander nine zero five eight November.
Clear to Atlanta Airport as filed. Maintain
one one thousand expect further clearance at
one three thousand within ten minutes after
departure and squawk one thousand just before
departure. Over.

Aero: Clear to Atlanta as filed, one one thousand
expect one three thousand in ten minutes
squawk one thousand.

Tower: Commander five eight November read back correct.

Ground

Unit 52: Five two ground

Ground

Unit 52: Clear us out.

Ground

Unit 52: We're out here at this aircraft.

Aero: Five eight November is rolling.

Unknown: OK

Aero: Commander five eight November we're rolling
three one.

Aero: Five eight November we're rolling three one

Ground

Unit 52: We're going down the runway.

Ground

Unit 52: Well, it don't look like he's gonna stop.

Ground

Unit 52: Clear to cross two left twenty right?

Ground

Unit 52: I guess you'd better call the F.B.I.

Aero: OK five eight November is runway heading.

Tower: Five eight November make left to right turn
proceed on course.

ME 164-76

JK 164-103

3

Aero: OK. Five eight November.

Aero: It'll be left turn on course.

Tower: Commander five eight November squawk three one thousand.

Aero: OK squawking three one thousand

Tower: Five eight November is radar contact.

Aero: Five eight November

Tower: Commander nine zero five eight November climb and maintain one three thousand contact Memphis Center one two five point four. Over.

Aero: One two five point four and we're up to one three thousand.

Tower: Goodnight.

ME 164-76

V. INVESTIGATION CONDUCTED BY OTHER AGENCIES

A. NASHVILLE METROPOLITAN POLICE
DEPARTMENT, NASHVILLE, TENNESSEE

FEDERAL BUREAU OF INVESTIGATION

1

Date 10/19/71

Officer [] Homicide Division, Metropolitan Police Department, advised that he was responsible for investigation conducted concerning the hijacking of a Big Brothers aircraft from the Metro Airport, Nashville, Tennessee, by GEORGE M. GIFFE, JR., on October 4, 1971.

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Officer [] thereafter made available a copy of an investigative report by Officer [] and [] reflecting investigation conducted at the Metro Airport; investigative report reflecting the kidnaping of [] Co-pilot of the Big Brothers aircraft which was hijacked; investigative report of kidnaping of BRENT Q. DOWNS, 620 Paces Ferry Road, pilot of Big Brothers aircraft; investigative report reflecting investigation of kidnaping of SUSAN GIFFE, 4122 Moss Rose Drive, wife of GEORGE GIFFE, JR., who was victim taken at gun point by GIFFE from her job at the King Of The Road Motel.

Copies of reports made available by Officer [] are as follows:

On 10/15/71 at Nashville, Tennessee File # Memphis 164-76
by SA [] Date dictated 10/18/71

AGAINST PERSON METROPOLITAN POLICE DEPARTMENT
Nashville, Tennessee

1. PERM. ARR. 2. 62
16. EXTRA COPIES
17. BEA
18. SPECTS - NUMBER
19. SEX
20. DESCENT

21. ADREMARKS OF SUSPECT(S): (ACTION OR CONVERSATION)

22. VEHICLE USED BY SUSPECT(S): (YR. MAKE-BODY-COLOR RFC. NO.)

23. V - VICTIM (OTHER THAN IN BLOCK 1 SHOW SEX-DESCENT AGE)
R - PERSON INJURED OR DEAD
P - PERSON INJURED OR DEAD
W - WITNESS

24. NAME
25. RES. PHONE
26. BUS. PHONE

27. IDENTIFY SUSPECT(S) BY NO. (NAME-ADDRESS-SEX-DESCENT-AGE-HT-WT-HAIR-EYES-COMPLEX-CLOTHING-IDENTIFYING CHARACTERISTICS. IF ARRESTED, INCLUDE REG. NO. AND CHARGE)

28. THE PREMISES WHERE OCCURRED
29. EXACT LOCATION OF VICTIM ON PREMISES
30. VICTIM HOSPITALIZED WHERE?

31. PERSON NOTIFIED IN CRIMINAL INST. (LOCATION-SERIAL-TIME)
32. NAME OF MEDICAL EXAMINER NOTIFIED
33. PROPERTY INV. NO.

34. NARRATIVE (1) IDENTIFY ADDITIONAL SUSPECTS (2) SUMMARIZE DETAILS OF OFFENSE (3) DESCRIBE PHYSICAL EVIDENCE, LOCATION FOUND, AND DISPOSITION FOR ADDITION IN SPACE JOE SUPPLEMENT REPORT.

[Redacted] States I m. n. - I am Mr. Morgan M. Giffle
Chartered a plane, from B.B.A. Some time around
1:50 AM 10-4-71, Mr. Giffle Arrived at B.B.A. with
another m. n. and a female white, which was
later known to be his wife, took her at G.H.N.
Point. Onto plane, ordered pilots at G.H.N. Point
to fly plane, against tower's instruction.
H.A.D. was screaming for help; there were
several witness, all air port personnel.
Mrs Giffle was at work at King of Road
Motor Inn. Her husband and the above, went

35. STATUS (CHECK ONE)
☐ CLEARED
☐ UNFOUNDED
☐ NOT CLEARED
36. SUPERVISOR APPROVING
-34-
SERIAL

1. AGAINST PERSON 101 4 Nashville, Tennessee			11-1161		
NO. PERSONS ARR.	16. EXTRA COPIES	17. BEAT	3. VICTIM'S ADDRESS	CITY	4. RES. PHONE
			620 Tack's Farm Rd		
SUSPECTS—NUMBER	SEX	DESCENT	5. VICTIM'S PLACE OF EMPLOYMENT OR SCHOOL	CITY	6. BUS. PHONE
			BB Aircraft		
TRADEMARKS OF SUSPECT(S): (ACTION OR CONVERSATION)			7. VICTIM'S SEX-DESCENT-AGE	8. LOCATION OF OFFENSE (ADDRESS)	
			M/W	BB Aircraft Berry Field	
			9. OFFENSE	10. CLASSIFICATION	
			Kidnapping	Adult	
VEHICLE USED BY SUSPECT(S): (YR-MAKE-BODY-COLOR-REG. NO.)			11. DATE/TIME OCCURRED	12. DATE/TIME REPORTED	
			10-4-71 2:10 AM	10-4-71 2:00 PM	
			13. WEAPON OR MEANS OF ATTACK		
			Pistol		
DE: V-VICTIM (OTHER THAN IN BLOCK 1 SHOW SEX-DESCENT-AGE)			14. HOW WEAPON OR MEANS OF ATTACK USED		
R-PERSON REPORTING CRIME W-WITNESS			To Threaten		
P-PARENT OR GUARDIAN					

CODE	RESIDENCE ADDRESS	CITY	RES. PHONE	BUS. PHONE
W				
P				

IDENTIFY SUSPECTS BY NO. (NAME-ADDRESS-SEX-DESCENT-AGE-HT-WT-HAIR-EYES-COMPLEX-CLOTHING-IDENTIFYING CHARACTERISTICS. IF ARRESTED, INCLUDE BKG. NO. AND CHARGE)

1. Lt. George M. Giffe Jr. Bavarian Apts Raymond Lane

TYPE PREMISES WHERE OCCURRED	27. EXACT LOCATION OF VICTIM ON PREMISES	28. VICTIM HOSPITALIZED WHERE?
Airport	0 Field	N/A
NATURE OF INJURIES AND LOCATION ON BODY		
N/A		

30. SERIAL TIME	31. NAME OF MEDICAL EXAMINER NOTIFIED	32. PROPERTY INV. NO.
3279 6:50 AM		

33. NARRATIVE. (1) IDENTIFY ADDITIONAL SUSPECTS. (2) SUMMARIZE DETAILS OF OFFENSE. (3) DESCRIBE PHYSICAL EVIDENCE, LOCATION FOUND, AND DISPOSITION. FOR ADDITIONAL SPACE USE SUPPLEMENT REPORT.

This man is pilot for Big Brother Aircraft and was kidnapped at gunpoint and forced to fly to Jacksonville Florida by Lt. George M. Giffe Jr. Bavarian Apts J-11 also a M/W [redacted] was with Giffe when kidnapping took place. Plane taken was Commando Turbo Prop. It was later confirmed that victim was murdered at Jacksonville Fla. by Giffe when plane was not allowed to take on more fuel.

Cleared By Exception

STATUS (CHECK ONE)	36. SUPERVISOR APPROVING	SERIAL
<input checked="" type="checkbox"/> CLEARED <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> NOT CLEARED		
37. DATE/TIME REPRODUCED	38. FOLLOWUP BY	39. REVIEWER
	<input type="checkbox"/> PATROL <input type="checkbox"/> TRAFFIC <input type="checkbox"/> FILE <input type="checkbox"/> CRIM. INV.	

1. AGAINST PERSON 101 3 Nashville, Tennessee			11-1161		
NO. PERSONS ARR.	16. EXTRA COPIES	17. BEAT	3. VICTIM'S ADDRESS	CITY	4. RES. PHONE
			BB Aircraft		
SUSPECTS—NUMBER	SEX	DESCENT	5. VICTIM'S PLACE OF EMPLOYMENT OR SCHOOL	CITY	6. BUS. PHONE
			BB Aircraft		
TRADEMARKS OF SUSPECT(S): (ACTION OR CONVERSATION)			7. VICTIM'S SEX-DESCENT-AGE	8. LOCATION OF OFFENSE (ADDRESS)	
			M/W 32	Berry Field	
			9. OFFENSE	10. CLASSIFICATION	
			Kidnapping		
VEHICLE USED BY SUSPECT(S): (YR-MAKE-BODY-COLOR-REG. NO.)			11. DATE/TIME OCCURRED	12. DATE/TIME REPORTED	
			10-4-71 2:10 AM	10-4-71 2:30 AM	
			13. WEAPON OR MEANS OF ATTACK		
			Gun		
DE: V-VICTIM (OTHER THAN IN BLOCK 1 SHOW SEX-DESCENT-AGE)			14. HOW WEAPON OR MEANS OF ATTACK USED		
R-PERSON REPORTING CRIME W-WITNESS			To Threaten		
P-PARENT OR GUARDIAN					

CODE	RESIDENCE ADDRESS	CITY	RES. PHONE	BUS. PHONE
W				
P				

IDENTIFY SUSPECTS BY NO. (NAME-ADDRESS-SEX-DESCENT-AGE-HT-WT-HAIR-EYES-COMPLEX-CLOTHING-IDENTIFYING CHARACTERISTICS. IF ARRESTED, INCLUDE BKG. NO. AND CHARGE)

1. Lt. George M. Giffe Jr. 324 Baywood Dr.

TYPE PREMISES WHERE OCCURRED	27. EXACT LOCATION OF VICTIM ON PREMISES	28. VICTIM HOSPITALIZED WHERE?
Airport	On Field	N/A
NATURE OF INJURIES AND LOCATION ON BODY		
N/A		

30. SERIAL TIME	31. NAME OF MEDICAL EXAMINER NOTIFIED	32. PROPERTY INV. NO.
3279 6:00 AM		

33. NARRATIVE. (1) IDENTIFY ADDITIONAL SUSPECTS. (2) SUMMARIZE DETAILS OF OFFENSE. (3) DESCRIBE PHYSICAL EVIDENCE, LOCATION FOUND, AND DISPOSITION. FOR ADDITIONAL SPACE USE SUPPLEMENT REPORT.

This man was kidnapped at gunpoint at Berry Field Big Brother Aircraft he is pilot. He was ordered to fly to Jacksonville Florida by George M. Giffe Jr. when they arrived in Jacksonville to refuel the local authorities refused them fuel at which time Giffe shot and killed his wife Susan Giffe, Brent Q Downes pilot and then killed himself.

Cleared By Exception

STATUS (CHECK ONE)	36. SUPERVISOR APPROVING	SERIAL
<input checked="" type="checkbox"/> CLEARED <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> NOT CLEARED		
37. DATE/TIME REPRODUCED	38. FOLLOWUP BY	39. REVIEWER
	<input type="checkbox"/> PATROL <input type="checkbox"/> TRAFFIC <input type="checkbox"/> FILE <input type="checkbox"/> CRIM. INV.	

SUPPLEMENT REPORT
FORM 104METROPOLITAN POLICE DEPARTMENT
Nashville, Tennessee

ARRESTEE, COMPLAINANT, DRIVER, OR VICTIM

ARREST NO.

11/6/15

☐ FORM USED AS CONTINUATION SHEET FOR CURRENT REPORT☒ FORM USED TO REPORT FOLLOWUP INVESTIGATION OR SUPPLEMENTAL INFORMATION

4. EXTRA COPIES

5. PAGE NO.

6. TRAFFIC CITATION NO.

8. OFFENSE AND CLASSIFICATION

CHANG

7. KIND OF REPORT CONTINUED

☐ OFFENSE☐ TRAFFIC ACCIDENT☐ ARREST☒ FOLLOWUP OR SUPPLEMENTAL10. STATUS: ☐ UNFOUNDED☐ CLEARED☐ NOT CLEARED

11. MULTIPLE CLEAR-UP

YES ☐ NO ☐ OTHER COMPLAINT

9. OFFENSE OR CHARGE

Kidnaping

12. FURTHER POLICE ACTION AND REPORT REQUIRED? ☐ YES ☐ NO

13. VALUE OF PROPERTY RECOVERED

INSTRUCTIONS FOR FOLLOWUP OR SUPPLEMENTAL USAGE

UNDER NARRATIVE, RECORD ALL DEVELOPMENTS IN THE CASE SUBSEQUENT TO LAST REPORT. DESCRIBE AND RECORD VALUE OF PROPERTY RECOVERED, NAMES AND ARREST NUMBERS OF ANY PERSONS ARRESTED. EXPLAIN ANY OFFENSE CLASSIFICATION CHANGES. CLEARLY SHOW DISPOSITION OF RECOVERED PROPERTY AND INVENTORY NO.

And got wife from work. Also, took 6000 in jewelry, forced her gun point, to Air Port where the rest took place. Mother of victim states Mr. Giffle talked of Germany, also talked of MARIA, blood German type G-H.N. Air port tower states plane, changed enroute to Atlanta. Latest report, was it was head for Jacksonville, Fla. Probably headed for VA Country. Plane was chartered for Atlanta by Mr. Giffle earlier. Couple was separate. Mr. Giffle lived at the Bavarian Apts, Pack 5-11. He is connected with Global Realty Co. Victim's name is Susan Giffle. Her mother lives at [redacted]

Mr. Giffle left 72 Ford 2 Dr. Brown, motor running, on Runway of Air Port, just before he took over plane at G-H.N. Point. Federal officials notified. Car was pulled & towed in lot. And finger printed. Do not know condition of lady. She was screaming for help as she was forced on plane.

-37-

14. DATE/TIME REPRODUCED SERIAL

15. SUPERV. APPROVING

SERIAL

101 6
E AGAINST PERSON

Nashville, Tennessee

10. PERSONS ARR.		16. EXTRA COPIES		17. DEATH		3. VICTIM'S ADDRESS Giffe, Susan 4122 Moss Rd. Dr. King of Road No 1st St		CITY		4. RES. PHONE	
SUSPECTS—NUMBER		SEX		DESCENT		5. VICTIM'S PLACE OF EMPLOYMENT OR SCHOOL		CITY		6. BUS. PHONE	
TRADEMARKS OF SUSPECT(S): (ACTION OR CONVERSATION)						7. VICTIM'S SEX-DESC-AGE		8. LOCATION OF OFFENSE (ADDRESS)		10. CLASSIFICATION	
						F/W 26		King of Road No 1st St		Adult	
VEHICLE USED BY SUSPECT(S): (YR-MAKE-BODY-COLOR-REG. NO.)						9. OFFENSE Kidnapping		11. DATE/TIME OCCURRED 10-4-71 12:00 AM		12. DATE/TIME REPORTED 10-4-71 2:30 AM	
						13. WEAPON OR MEANS OF ATTACK Pistol					
DE: V—VICTIM (OTHER THAN IN BLOCK 1 SHOW SEX-DESCENT-AGE) R—PERSON REPORTING CRIME W—WITNESS P—PARENT OR GUARDIAN						14. HOW WEAPON OR MEANS OF ATTACK USED To Threaten					

NAME		CODE	CITY	RES. PHONE	BUS. PHONE
[Redacted]		P	[Redacted]		b6 b7C

IDENTIFY SUSPECTS BY NO. (NAME-ADDRESS-SEX-DESCENT-AGE-HT-WT-HAIR-EYES-COMPLEX-CLOTHING-IDENTIFYING CHARACTERISTICS. IF ARRESTED, INCLUDE BKG. NO. AND CHARGE)

(1) George M. Giffe, A.

1. TYPE PREMISES WHERE OCCURRED Motel		27. EXACT LOCATION OF VICTIM ON PREMISES Office		28. VICTIM HOSPITALIZED WHERE? N/A	
2. NATURE OF INJURIES AND LOCATION ON BODY N/A					
3. SUMMARY OF INVESTIGATION-SERIAL TIME 3279 6:00 AM		31. NAME OF MEDICAL EXAMINER NOTIFIED N/A		32. PROPERTY INV. NO.	
33. NARRATIVE (1) IDENTIFY ADDITIONAL SUSPECTS. (2) SUMMARIZE DETAILS OF OFFENSE. (3) DESCRIBE PHYSICAL EVIDENCE, LOCATION FOUND, AND DISPOSITION. FOR ADDITIONAL SPACE USE SUPPLEMENT REPORT.					

Victim was taken at Gunpoint by husband from her job at King of Road Motel No 1st St. Then went to Big Brother aircraft Berry Field where Mr. Giffe forced 2 pilots to fly him to Jacksonville Florida when they landed to take on more fuel they were refused and Mr. Giffe shot the pilot Brent Downes, his wife Susan Giffe and himself killing all three.

Cleared By Exception

STATUS (CHECK ONE)		36. SUPERVISOR APPROVING		SERIAL	
<input checked="" type="checkbox"/> CLEARED		<input type="checkbox"/> UNFOUNDED		[Redacted]	
<input type="checkbox"/> NOT CLEARED		37. DATE/TIME REPRODUCED		SERIAL	
38. FOLLOWUP BY		39. REVIEWER		SERIAL	
<input type="checkbox"/> PATROL <input type="checkbox"/> TRAFFIC <input type="checkbox"/> CRIM. INV.					

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/19/71

Officer [] Identification Officer, b6
Nashville, Tennessee Police Department, advised that on b7C
October 4, 1971, Identification Officer []
processed a 1970 Cadillac, Tennessee License 2-N9360,
at 2:50 AM. Officer [] stated that this vehicle was
owned by GEORGE M. GIFFE, JR. and was processed at the
Police Impound Lot after that vehicle had been towed from
the Nashville Metropolitan Airport.

Officer [] stated Officer [] obtained three
separate fingerprint lifts from this vehicle and Officer []
thereafter made these latent fingerprint lifts available to the
FBI.

Interviewed on 10/15/71 at Nashville, Tennessee File # Memphis 164-76

by SA [] Date dictated 10/18/71

FEDERAL BUREAU OF INVESTIGATION

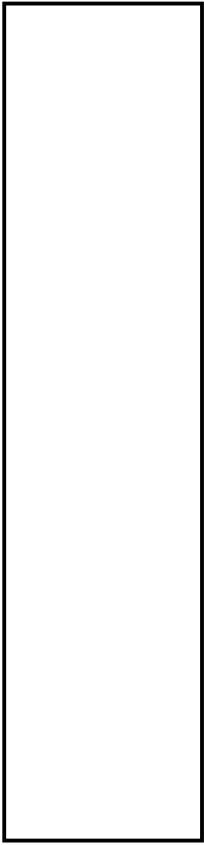
Date of transcription 10/19/71

 Officer, Homicide Division,
Metropolitan Police Department, made available one black
toilet bag containing numerous pill bottles, which black
bag he obtained from a 1970 Cadillac owned by GEORGE
MALLORY GIFFE, JR., which vehicle was removed from the
premises of the Metropolitan Airport to the Police Impound
Lot following the hijacking of a Big Brothers aircraft on
October 4, 1971.

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This bag was noted to contain the following items:

Prescription Drugs

<u>Store</u>	<u>RX #</u>	<u>Doctor</u>	<u>Patient</u>	<u>Date</u>	<u>Contents</u>
Super X Drugs, 3810 Nolensville Road	19315		GEORGE GIFFE	4/15/71	empty
"	19529		Mrs. GEORGE GIFFE, JR.	5/24/71	one capsule
--	--		--	--	46 pills
--	--		--	--	8 pills
7 Hills Drugs, 4103 Hillsboro Road	172917		GEORGE GIFFE	2/17/70	1 pill, 1 capsule
Baptist Hospital	--		SUSAN GIFFE	11/22/69	3 capsules
Garrett Drugs, 100 Oaks	4877		GEORGE GIFFE	8/30/68	empty
Super X Drugs, 3810 Nolensville Road	19214	GEORGE GIFFE	4/14/71	1 capsule	

Interviewed on 10/15/71 at Nashville, Tennessee File # ME 164-76

by: SA Date dictated 10/18/71

ME 164-76

2

<u>Store</u>	<u>RX #</u>	<u>Doctor</u>	<u>Patient</u>	<u>Date</u>	<u>Contents</u>
7 Hills Drugs, 4103 Hillsboro Road	3-21070			2/10/70	24 capsules
Garrett Drugs, 3826 Nolensville Road	126389		GEORGE GIFFE	6/2/68	empty
Super X Drugs, 3810 Nolensville Road	16268		GEORGE GIFFE	2/22/71	9 pills
Garrett Drugs, 100 Oaks	9978		Mrs. GIFFE	5/5/69	23 pills
Garrett Drugs, 3826 Nolensville Road	156082		Col. GIFFE	2/16/70	1 pill
7 Hills Drugs, 4103 Hillsboro Road	N1481		Mrs. GIFFE	8/6/70	empty
--	--		--	--	10 capsules
7 Hills Drugs, 4103 Hillsboro Road	174719		Mr. GIFFE	10/30/70	7 capsules
Garrett Drugs, 100 Oaks	16107		GEORGE GIFFE	2/13/70	1 capsule
Garrett Drugs, 100 Oaks	9478		Mrs. GEORGE GIFFE, JR.	4/9/69	empty

ME 164-76
3

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b7C

<u>Store</u>	<u>RX #</u>	<u>Doctor</u>	<u>Patient</u>	<u>Date</u>	<u>Contents</u>
7 Hills Drugs, 4103 Hillsboro Road	174285	<div style="border: 1px solid black; width: 100px; height: 30px;"></div>	GEORGE GIFFE, JR.	8/29/70	35 capsules
"	173996	"	Mr. GIFFE	7/17/70	9 pills
Super X Drugs, 3810 Nolensville Road	DA17738	"	Mrs. G. FIFFE	3/17/71	3 pills

The following items, none of which bear prescription labels, were also located in the above mentioned black bag:

glass bottle with label "Bicillin All-Purpose" containing white powder "for deep intramuscular injection only";

glass bottle with label "Sudafed" (decongestant) containing 19 pills;

bottle of liquid "water for injection" with label stating "contents 30 ccs";

bottle of liquid "water for injection" with notation on label "contents 30 ml";

plastic bottle with label "E-Kaps Vitamin E" containing approximately 175 capsules;

white plastic bottle "Bufferin" with 8 pills;

glass bottle with label "Campho-fenique Liquid" approximately one-half full;

white plastic bottle with label "Librium 50 Capsules", empty of contents;

plastic bottle with label "Anacin" containing 11 pills;

plastic bottle with label "Atabrine"
containing 12 pills;

2 white plastic bottles with label "MTZ Nasal
Spray";

1 plastic bottle with label "Murine";

1 glass bottle with label "Freezone";

1 green plastic bottle with label "Mentholatum";

1 tube of "Neosporin Ointment";

1 tube of "Butesin Picrate";

1 tube of "Aureomycin Ointment";

1 tube of "Synalar Cream";

1 tube of "First Aid Cream";

flat can with label "Midol" containing 5 pills;

plastic bottle with label "Pearl Drops Tooth
Polish";

1 glass bottle with label "Jergens Lotion";

1 box "Curity Gauze Bandage 1 inch";

2 spools of white thread with needle

2 thermometers;

1 comb;

3 toothbrushes;

1 tube "Chap-et";

1 syringe;

1 can of "Dental Floss";

ME 164-76

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1 "Marriott Motor Hotel" matchbook;

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1 Seven Hills Drug label bearing prescription number 173832 dated 6/22/70 directed to Mrs. GIFFE bearing name of [REDACTED]

1 label "Polycillin Ampicillin Trihydrate Capsules";

1 instruction sheet for "Anti-A and Anti-B Blood Grouping Sera (human)";

1 receipt dated 9/26/71 from Marriott Motor Hotel, Atlanta, Georgia, signed [REDACTED] in amount of \$1,270.

In addition to the above listed items, this bag was further noted to bear a miscellaneous assortment of Q-tips, bandaids, a safety razor, one tube of lipstick, two nail clippers, a nail file, and two tongue depressors.

All of the above items were given to Special Agent [REDACTED] by Officer [REDACTED] who stated that the FBI may retain these items inasmuch as the Metropolitan Police Department has no further use for them.

ME 164-76

B. SAFETY AND SECURITY DIVISION, NASHVILLE
METROPOLITAN AIRPORT

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted] Captain, Safety and Security
Division, Nashville Metropolitan Airport, made available
a report filed by him with the Office of the Safety and
Security Department.

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The report contains results of his investigation
conducted at Big Brothers Aircraft, Incorporated, at the
Nashville Metropolitan Airport on October 4, 1971.

A photostatic reproduction of that report is attached
hereto.

Interviewed on 10/19/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76
by SA [redacted] Date dictated 10/19/71

DEPARTMENT OF SAFETY AND SECURITY NASHVILLE METROPOLITAN AIRPORT NASHVILLE, TENNESSEE 37217			2
Report of Incident		Incident No.	
Name (Last, First, Middle Initial)	Age	Phone Number	
Big Bro. Aircraft	N/A	Ph 227	
Address: Metro Airport			
Names of Patrolmen and Witnesses			
Name (Last, First, Middle Initial)	Badge No.	Address	
<div style="border: 1px solid black; width: 100%; height: 100%;"></div>		S&S	
		S&S	
		BBA	
Injuries noted at time of incident: None			
Disposition of Victim and/or Offender Aircraft hijacked - rest unknown			
Date of Incident	Time	Place of Incident	
10-4-71	0200	Metro Airport	
Record of Offenses: Unknown			
Incident and Circumstances:			
<p>1. On Oct. 4 at 0156 A.M. A Big Bro. employee called Safety and Security and advised that two men with guns were kidnapping a girl and taking one of their planes. I took [redacted] in Sugar #52 and advised [redacted] who was on patrol in Foxgrot #23, to follow. We sent down the ramp to BBA. I could see a plane leaving the front of BBA rolling out to runway 31. We stayed behind aircraft until it stopped short of runway. Then I pulled to the right side and #23 to the left. As soon as I stopped the car to the right of the wing, someone in the cabin turned on a flash light and pointed it out the window. It looked as if someone had a gun. The plane started rolling toward the runway and we stayed at our position until the plane was moving fast. At that time we moved out onto the runway and advised Tower we were following aircraft down runway. We left runway after aircraft was airborne.</p> <p>2. I went back to Big Bro. and found a 1970 Cadillac parked to right front of BBA with lights on and motor running, left door open and a cloth belt or kerchief belonging to a female. Metro arrived, called for I.D. to take prints. [redacted] from FAA, [redacted] from FBI, were making investigation also. Talked to [redacted] and found out one of the men's name was George Giffe. Later found out the girl's name was Susan Giffe. The aircraft was a Twin Hawk, No. 9058-N. The auto tag was 2N9360 listed to a 1970 Mercury, Mr. George Giffe. The Tower personnel were [redacted] The Metro Policeman in charge was Sgt. [redacted] was Safety & Security Dispatcher. The car was towed by Metro to tow in lot. The piece of cloth that I found I left lying on the hood of the car.</p> <div style="border: 1px solid black; width: 300px; height: 50px; margin: 10px auto;"></div>			
-47-			
AVN-Sec-2 (Oct. 69)			
<input checked="" type="checkbox"/> This Report is Complete		<input type="checkbox"/> Additional Report Will Follow	

ME 164-76

C. FEDERAL AVIATION ADMINISTRATION,
NASHVILLE, TENNESSEE

FEDERAL BUREAU OF INVESTIGATION

1Date 10/28/71

[redacted] Deputy Chief, Nashville Control Tower, Federal Aviation Administration, Nashville Metropolitan Airport, Nashville, Tennessee advised that the investigation into the alleged hijacking of aircraft number N9058N has not been completed by his office.

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On 10/22/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] Date dictated 10/28/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

ME 164-76

VI. DETAILS OF BACKGROUND INVESTIGATION ON
SUBJECT GIFFE

FEDERAL BUREAU OF INVESTIGATION

10/22/71

Date _____

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	furnished the following information:
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The wife of Colonel GIFFE has required extensive medical treatment for the past several years and has been in and out of psychiatric hospitals on several occasions during the past years. Mrs. GIFFE at the time of the death of her son was confined at Baptist Hospital undergoing medical treatment. Colonel GIFFE within the last year has had two major operations on his chest in regard to a cancer condition and is presently undergoing a period of waiting to determine the success of the operation. The type of Colonel GIFFE's condition is such that the patient rarely recovers. No definite diagnosis has been made as to whether or not Colonel GIFFE is suffering from terminal cancer at this time.

He last saw GEORGE GIFFE, JR., early on the morning of October 3, 1971, Sunday. He was making hospital calls and bumped into GIFFE in the elevator and had a brief conversation with him. GIFFE was on the way up to see his mother. He called on other patients and a half hour or so later arrived at Mrs. GIFFE's room, however, GEORGE JR. had already made his visit and departed. He noticed nothing unusual or abnormal in GEORGE GIFFE JR.'s conduct or behavior.

GEORGE JR. was a nervous, high-strung individual possessing above-average intelligence, who had the facility of complimenting people. That is, GEORGE JR. would single out one or two attributes that a particular individual might possess and compliment this individual in that regard, thus putting the person at ease and gaining their friendship. He has read recent newspaper accounts concerning GIFFE's alleged emotional state, and he feels that these accounts are somewhat exaggerated and sensationalized inasmuch as

On 10/21/71 at Nashville, Tennessee File # Memphis 164-76
by SA ca Jacksonville 164-103
Date dictated 10/21/71

2.
ME 164-76

they referred to GIFFE as being schizophrenic and go into some detail dwelling on his beliefs in regard to witchcraft and so on. He is aware of the fact that GEORGE, JR. did have some beliefs in regard to witchcraft, but he did not feel that he had any abnormal or unusual interest in that regard. He has never detected any behavior on the part of GEORGE JR. which would lead him to believe that GEORGE was schizophrenic. GEORGE JR. did have an emotional problem but he believes that this was the result of long-time marital difficulties.


GEORGE JR. married very young, at the age of about 17, and thereafter had three children in rather rapid succession. This marriage was beset by many problems which led to emotional trauma on the part of GEORGE JR. He felt that GEORGE JR. had a serious problem resulting from the emotional and marital upheaval of his first marriage. The condition was somewhat bettered by his divorce, however, the second marriage that GIFFE entered into was quite stormy too.

During mid-1956, GEORGE JR. was a member of the Tennessee Air National Guard and went to as he recalls Louisiana for summer training. However, GEORGE JR. went AWOL; when confronted by military authorities relative to his absence, GEORGE JR. claimed that his mother was seriously ill and he had to leave camp in order to see her. While Mrs. GIFFE was ill at the time, her condition certainly was not severe and there certainly was no necessity for GEORGE JR. to leave camp to visit his mother based on her medical condition. Apparently GEORGE JR. was not compatible with military service and efforts were made to obtain a release from the Tennessee Air National Guard for him. He wrote several letters to the National Guard regarding GEORGE JR.'s emotional condition and at that time referred GEORGE JR. to a psychiatrist, [redacted]. [redacted] He believes that [redacted] saw GEORGE JR. on only one or two occasions and to his knowledge, GEORGE JR. did not enter into any type of extensive psychiatric treatment under [redacted] or any other psychiatrist in the Nashville area. GEORGE JR. was ultimately discharged from the Tennessee Air National Guard for medical reasons, which were a result of his emotional condition stemming from his marital difficulty.

b6
b7C

3.
ME 164-76

A year or so ago, he treated GEORGE JR. for injuries which resulted from an automobile accident. GEORGE JR. in part received chest injuries, a fractured foot, and some minor injuries to the head, which resulted in headaches. The nature and extent of the head injuries were as such to in no way affect GEORGE JR.'s mental condition and in his opinion would have had nothing whatsoever to do with the tragic situation which GEORGE JR. recently became involved in.



b6
b7C

FEDERAL BUREAU OF INVESTIGATION

10/22/71

1.

Date

[redacted]
[redacted] was
advised of the identity of the interviewing Agents and
the purpose of the interview. [redacted] thereafter
furnished the following information:

b6
b7C

[redacted] advised that GEORGE M. GIFFE, JR.,
was referred to him by [redacted] advised
he first saw GIFFE professionally on September 17, 1956.
[redacted] advised that he saw GIFFE five times in 1956.
During the early visits in 1956, [redacted] stated that
GIFFE was emotionally disturbed and at one time during
these visits broke down and cried in his office. [redacted]
believed that GIFFE's emotional disturbance was due to many
factors part of which he believed to be the following:

(1) GIFFE was an only child and given almost
anything he wanted by his parents.

(2) GIFFE's mother's physical health was poor,
thus GIFFE's father's attention may have been primarily
directed to his wife thereby creating a sense of despair
on the part of GEORGE GIFFE, JR.

(3) GIFFE apparently married his first wife
while in Junior High School and at the time of GIFFE's
visits, there were apparently marital difficulties between
his wife and himself.

(4) GIFFE's more immediate problem at the time
of his early visits was his service in the Tennessee National
Guard. GIFFE was very despondent over his activities in the
guard and was extremely upset with his drill sergeant.

On October 11, 1956, [redacted] read a letter
to the Tennessee National Guard stating that GIFFE was
diagnosed by him as having a reactive depression and an
acute anxiety depression. [redacted] advised that in this
same letter he stated that the symptoms of the diagnosis
developed while GIFFE was in the Tennessee National Guard.

10/21/71 Nashville, Tennessee

Memphis 164-76

On

SA [redacted]
SA [redacted]

File # Jacksonville 164-103

10/21/71

by

Date dictated

2.
ME 164-76

[] concluded this letter stating that GIFFE was unable to respond to normal duties and obligations in a normal manner.

b6
b7C

[] advised that in the letter dated November 20, 1956, he advised the Selective Service Board of the same diagnosis as previously mentioned above.

[] advised that he continued to see GIFFE during 1957. On visits in February, June, and July, 1957, [] stated GIFFE appeared to be making progress but he continued to have "blow ups" when he encountered difficult problems in life. On visits during August and October, 1957, GIFFE was apparently making little improvement in regard to his emotional instability. On November 14, 1957, GIFFE admitted to [] to having a hysterical attack the prior evening. On GIFFE's last visit on December 19, 1957, to [] noted that GIFFE was not doing well at all and was having extreme difficulties in school, which was the David Lipscomb School, where GIFFE was apparently taking pre-med courses.

[] explained that reactive depression was an emotional difficulty that occurred when GIFFE encountered difficult problems in life. During these times, GIFFE would become extremely depressed.

Acute anxiety reaction [] explained is a sub classification of psychoneurosis.

[] advised that on January 30, 1959, [] came to his office

[] advised [] to have GEORGE see him as soon as possible, however, [] stated GEORGE never returned and he has never had any further contact with GEORGE M. GIFFE since his last visit, December 19, 1957.

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted]
[redacted] was interviewed at his office, where he provided the following information:

b6
b7C

[redacted] considered GIFFE to be a poor soldier, inasmuch as he had difficulty following orders and getting along with the other people. He recalled that GIFFE talked too much and was willing to expound on any matter to display his intelligence. As a consequence, there seemed to continually be a problem with the Military. [redacted] recalled that on at least one occasion, GIFFE's father came to [redacted] office and asked [redacted] to help GIFFE with his problems out at the Military Unit.

[redacted] also believed that at the last summer camp that GIFFE attended, GIFFE failed to initially show up, so consequently somebody from the Unit had to go out to his home and pick him up.

[redacted] could not recall the circumstances of GIFFE's discharge from the military. However, he believed that due to GIFFE's inability to adjust to the military, they discharged him for "medical reasons."

The medical reasons, [redacted] explained being that GIFFE was originally overweight when he entered the National Guard and had never lost that weight. [redacted] could not recall GIFFE taking any separation physical.

Interviewed on 10/15/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] Date dictated 10/21/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/19/71

Secretary, Title and Registration
Section, Division of Motor Vehicles, Nashville, Tennessee,
furnished the attached copies of documents from the records
of that office regarding a 1963 Buick, Riviera 2 door, hardtop,
VIN 7J11111106, relating to GEORGE M. GIFFE, JR.

b6
b7c

The attached documents indicate that on September 21, 1965, GEORGE M. GIFFE, JR., 324 Gaywood Drive, Nashville, purchased this vehicle from Sandy Moore Motors, 634 LaFayette, Nashville, for \$2,997.50. This vehicle was titled under Tennessee Title No. 10662089. On August 23, 1967, this title was assigned to Bunch-Nichols Cadillac, Inc., 1503 Broadway, Nashville, by GIFFE.

On 10/15/71 at Nashville, Tennessee File # Memphis 164-76

by IC Date dictated 10/18/71

document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; its contents are not to be distributed outside your agency.

100-44161-100
 Department of Revenue

I, Dennis R. King, Chairman of the Board, do hereby certify that an application for Certificate of Title for the vehicle described herein has been received, pursuant to the provisions of Chapter 26, Title 46A of 1961 as amended, and

[illegible]

For the purpose of this analysis, the data were divided into two groups: (1) the data for the years 1960-1969, and (2) the data for the years 1970-1979. The data for the years 1960-1969 were used to estimate the parameters of the model, and the data for the years 1970-1979 were used to test the model.

STATE OF TENNESSEE, TITLE SECTION, 000

See also: [The Role of the State in the Development of the Economy](#)

६३५

27 2. 2. 196

Dep. Secy of Revenue
317 Terminal

Голландия

[illegible]

DEPARTMENT OF REVENUE
ATTENTION FOR COUNCILMAN OF TALE AND REGISTRATION

D. C. JAMES & Co

POWER OF ATTORNEY

Date Sept. 21, 1965

I hereby authorize Davidson D. Giffle of Asheboro
as my attorney in fact to apply for a certificate of duplicate cer-
tificate of title and title card and to have the same recorded
in my name as the motor vehicle described as

Make, Truck Model Riviera Serial No. 7J11111 6

Motor No. Body 2 dr. Yr. Model 1963

and for said purposes to sign my name and the name of my attorney.

Signature of owner Davidson D. Giffle

Address 111 Giffle, Tenn.

STATE OF TENNESSEE

County of Davidson

Personally appeared before me, the undersigned authority,

George M. Giffle, Jr.

with whom I am personally acquainted, who acknowledged that the foregoing instrument was
executed for the purpose therein contained.

Davidson D. Giffle

My commission expires: 9/21/67

NEW AND OLD CARS

624 LAFAYETTE NASHVILLE TENN PHONE 244 4681

10002049

George H. Ciffo, Jr.

244 Concord Dr.

120-1110, 500.

Date Sept. 21 19 65

I hereby purchase of the above company, the following described motor vehicle with any and all additional items herewith, at the prices and upon the terms and conditions herein specified:

[illegible]

Authorized: *[Signature]*

Approved by _____

Signed _____

City _____ State _____

The 1920s - 1930s - 1940s - 1950s - 1960s - 1970s - 1980s - 1990s - 2000s - 2010s - 2020s

Page 39

UNITED STATES DEPARTMENT OF REVENUE

UNITED STATES DEPARTMENT OF REVENUE
BUREAU OF INTERNAL REVENUE

1. The undersigned hereby certifies that the person named in the foregoing certificate of title for the vehicle described herein has been properly licensed to the person named in the foregoing certificate of title, and that the same is correct and true.

NAME OF OWNER	
ADDRESS	
CITY	
STATE	
COUNTY	
DATE OF SALE	
PRICE	
TAXES	
REMARKS	



2. The undersigned hereby certifies that the person named in the foregoing certificate of title for the vehicle described herein has been properly licensed to the person named in the foregoing certificate of title, and that the same is correct and true.

[Signature]
Commissioner
Department of Revenue
State of Tennessee

NAME OF OWNER		ADDRESS	
CITY		STATE	
COUNTY		DATE OF SALE	
PRICE		TAXES	
REMARKS		DATE	

FEDERAL BUREAU OF INVESTIGATION

Date 10/19/71b6
b7C

[redacted] Secretary, Title and Registration Section, Division of Motor Vehicles, Nashville, Tennessee, furnished the attached copies of documents from the records of that office regarding a 1967 Cadillac, DeVille, four-door, VIN B7137319, relating to GEORGE M. GIFFE, JR.

The attached documents indicate that GEORGE M. GIFFE, JR., purchased this vehicle on January 28, 1970, from Bunch Cadillac, Inc, 1503 Broadway, Nashville, for \$3,492.85. This vehicle was titled under Tennessee title number 14504545. On January 30, 1970, a \$5,255.48 lien was placed against vehicle (and also 3,000 shares of Al Hirt Mardi Gras International) in favor of the U. S. Courthouse Credit Union, P. O. Box 1047, Nashville, and vehicle titled under number 14635192.

On 10/15/71 at Nashville, Tennessee File # Memphis 164-76
by IC [redacted] Date dictated 10/18/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

9. 7. 8. 5

1436192

10-11-92-2

12 - 2 - 11

217 2 250 04 4 4 0

Suite 810, 2008 West Main Street

Y

8-6-1110

11-43

1. Article 100 Credit 12.00

392420 1 000000

P. O. Box 1017, St. Louis,

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SECRET

Notwithstanding the above, the undersigned hereby certifies that the Vehicle described above, from the date of the accident, was not involved in any accident involving the Vehicle described above, from the date of the accident, and that the undersigned is the owner of the Vehicle described above, and in the kind also described above.

This must be signed by the Owner of the Vehicle in paper space above, and notarized

SWORN TO AND SUBSCRIBED AND
ACKNOWLEDGED BEFORE ME THIS

27 May 1968

NOTARY PUBLIC IN AND FOR CO.

STATE OF Tenn.

MY COMMISSION EXPIRES 1 JAN 1960

For details of title to above Vehicle, see Inventory of Vehicle, 3/2/88

(See Next Page)

SECURITY AGREEMENT IN CONNECTION WITH EQUIPMENT

Deputy M. [illegible]
11640 [illegible]
11640 [illegible]

11640 [illegible] does hereby grant to [illegible]

hereinafter called Credit Union, its successors

11640 [illegible]

11640 [illegible]

11640 [illegible]

11640 [illegible]

11640 [illegible]

11640 [illegible]

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1. The first of these is the fact that the Government of the Province of Ontario has not yet received the necessary funds from the Federal Government to enable it to carry out its obligations under the Indian Act.

1. The first step in the process of identifying a problem is to recognize that a problem exists. This is often done by comparing current performance with a desired state or goal.

[illegible]

STATE OF OHIO

6500

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George M. Liff

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George M. Liff

POWER OF ATTORNEY

1-28-70

H. E. King

1503 Broad

Albany

to be or duplicate cer-
tificate of title registered

Cadillac

63349

N. No. B7137319

4 Door

1967

[Handwritten signature]

George M. Gifford, Jr.

Notary Public

Witnessed authority
I am personally
attendant was

2-8-72

BILL OF SALE

85.35 Tennessee Sales Tax has been collected

7.50 Metro Sales tax has been collected

10. 1. 1992 г. № 347285 (and receipt of which is acknowledged);

[illegible]

a mortgage or lien due to or on any leasehold, the payment of which a lien is recorded or claimed by title property sold and (and is later) paid in full); or

1. The first part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as $t \rightarrow \infty$. It is shown that the solutions of the system (1) tend to zero as $t \rightarrow \infty$ if and only if the matrix A is stable.

George M. Giffe, Jr.

... delivered to the ... of ... by ... and conveyed to ...
(Name of purchaser)

Suite 611, 1808 West End Ave., Nashville, Tenn. 37203

THE UNIVERSITY OF CHICAGO PRESS

11111a. 68349 37127319 1967 - 4 Door

The above is subject to the following additional sales contract to the above named tenants. The tenants have executed the following warrants and covenants that the above named tenants have entered into with a good right to sell same, that the above named tenants have the right to sell conditional sales contract or chattel mortgage on the above premises and to be shared to:

11. **Answer: A** The patient is exhibiting signs of hypoxemia, tachypnea, and tachycardia, which are consistent with a pulmonary embolism. The patient's oxygen saturation is 90% on 2L of oxygen, which is a concerning finding. The patient's chest exam is clear, which makes a pneumonia less likely. The patient's heart rate is 110 bpm, which is a concerning finding. The patient's blood pressure is 100/60 mmHg, which is a concerning finding. The patient's respiratory rate is 24 breaths per minute, which is a concerning finding. The patient's temperature is 38.5°C, which is a concerning finding. The patient's pulse oximetry is 90% on 2L of oxygen, which is a concerning finding. The patient's arterial blood gas (ABG) shows a pH of 7.35, a pCO₂ of 40 mmHg, a pO₂ of 80 mmHg, an HCO₃⁻ of 24 mEq/L, and an SpO₂ of 90% on 2L of oxygen. The patient's D-dimer is 1.5 µg/mL, which is a concerning finding. The patient's chest X-ray is clear, which makes a pneumonia less likely. The patient's ECG shows a sinus tachycardia, which is a concerning finding. The patient's CT scan of the chest shows a filling defect in the right main bronchus, which is a concerning finding. The patient's ultrasound of the lower extremities shows a deep vein thrombosis in the right leg, which is a concerning finding. The patient's clinical presentation and findings are consistent with a pulmonary embolism. The patient's oxygen saturation is 90% on 2L of oxygen, which is a concerning finding. The patient's heart rate is 110 bpm, which is a concerning finding. The patient's blood pressure is 100/60 mmHg, which is a concerning finding. The patient's respiratory rate is 24 breaths per minute, which is a concerning finding. The patient's temperature is 38.5°C, which is a concerning finding. The patient's pulse oximetry is 90% on 2L of oxygen, which is a concerning finding. The patient's ABG shows a pH of 7.35, a pCO₂ of 40 mmHg, a pO₂ of 80 mmHg, an HCO₃⁻ of 24 mEq/L, and an SpO₂ of 90% on 2L of oxygen. The patient's D-dimer is 1.5 µg/mL, which is a concerning finding. The patient's chest X-ray is clear, which makes a pneumonia less likely. The patient's ECG shows a sinus tachycardia, which is a concerning finding. The patient's CT scan of the chest shows a filling defect in the right main bronchus, which is a concerning finding. The patient's ultrasound of the lower extremities shows a deep vein thrombosis in the right leg, which is a concerning finding. The patient's clinical presentation and findings are consistent with a pulmonary embolism.

Type Lien _____

Amount	Date of Lien
Amount	Date of Lien

And I, the undersigned, will warrant and defend title against all persons except above lien-
holders.

Done at New York, this 28 day of Jan., 1970

BUNCH CADILLAC, INC. (Seller).

By [Signature] Secy-Treas

STATE OF TENNESSEE, COUNTY OF DAVIDSON.

By _____, the undersigned authority,

Exhibitor, Jr., with several persons acquainted, who, upon each

de 7-11-49

...the paper, the name of such cor

_____, Secretary, _____, and affixing the corporate seal.

... at Nashville, Tennessee, this the 29 day of Jan. 1970

Secretary Pulliam)

FEDERAL BUREAU OF INVESTIGATION

Date 10/19/71

[redacted] Secretary, Title and Registration
Section, Division of Motor Vehicles, Nashville, Tennessee,
furnished the attached copies of documents from the records
of that office regarding a 1970 Mercury Cougar, two door,
VIN OF91M526499, relating to GEORGE MALLORY GIFFE, JR. b6
b7C

The attached documents indicate that GEO. MALLORY
GIFFE, JR., Suite J-11, 4501 Packard Road, Nashville,
Tennessee, purchased this vehicle on December 17, 1970, from
Preston Lincoln-Mercury, Inc., 2300 Franklin Road, Nashville,
for \$3,107.75. This vehicle was titled on Tennessee Title
number 15354917. On January 26, 1971, a \$3,000 lien was
placed against vehicle in favor of Commerce Union Bank,
4011 Hillsboro Road, Nashville, and vehicle titled under
number 15395454.

On 10/15/71 at Nashville, Tennessee File # Memphis 164-76
by IC [redacted] Date dictated 10/18/71

STATE OF TENNESSEE
DEPARTMENT OF REVENUE
APPLICATION FOR NOTING OF LIEN ON CERTIFICATE OF TITLE

REV 3-1-80
3077

TITLE NO. 12-17-70
MAKE 1967 MODEL 479
VIN 12-17-70
NEW USED
PACKER MALLORY GIFT
15354917

RECEIVED LATER BANK
SA 12/71

STREET ADDRESS CITY STATE ZIP

Notice is hereby given that there is a written contract involving this vehicle described above, held by the party or parties designated as Lienholder and in the kind also described above.

This must be signed by the Owner of the Vehicle in proper space above and indicated

RETURN TO AND SUBSCRIBED AND
ATTESTED OLD BEFORE ME THIS 22 DAY OF Jan 1971

Notary Public in and for County of Davidson STATE OF Tenn
MY COMMISSION EXPIRES 11-7-73

Owner of title to above Vehicle must accompany this application
(See Reverse Side)

(10-44441-1259)

26 _____, 19

1. Wiederholung - Wiederholung - Wiederholung

1944

Pl. Corporation is a corporation organized under the laws of the State of New York.

... (other) and "Interest", for value received, promises to pay to the order of COMMERCE UNION BANK, *W. J. ...*

1. A new thermometer called "Therm" is being used.

... to be paid in _____ installments and \$ _____ on the _____

Le présent document est la propriété de la Direction des services juridiques. Toute réimpression ou utilisation non autorisée sans la permission écrite de la Direction est interdite. Toute violation de cette interdiction constitue une infraction en vertu de la Loi sur l'accès à l'information. Toute réimpression ou utilisation non autorisée sans la permission écrite de la Direction est interdite. Toute violation de cette interdiction constitue une infraction en vertu de la Loi sur l'accès à l'information.

1. The first group of people who are not allowed to enter the country are those who are not citizens of the United States and who are not permanent residents of the United States. This group includes all foreign-born individuals who are not citizens or permanent residents of the United States.

...the right to ...

THE UNIVERSITY OF CHICAGO

...and any other interest in the following goods including any and all...

Oct 1970 Bureau

OF 91M 526499

OF 1111526499.

and without the prior written consent of Bank

10. State and comments that the Collateral will be used primarily for (check appropriate block):

FOR THE VALUE OF HOUSEHOLD PURPOSES
FOR THE USE OF THE

1. The collateral is being acquired with the proceeds of the Note, which Bank may disburse directly to the Seller of the Collateral.

151. When referred to in this report, a description of said real estate is as follows:

For a 10 percent budget of 80% real estate is

...and the undersigned is assured to read exist prior to perfection of the security interest hereby granted. Director will on demand of Bank cancel...

to be paid on the day and year first above written. Bank need sign only if Agreement is to be used as a Finance or "Lease".

10-11-68

[Faint handwritten notes and signatures at the bottom of the page]

THE FOLLOWING IS A SUMMARY OF THE MATTER ON THIS AND THE REVERSE SIDE HEREOF ALL OF WHICH HESTER HAS READ AND AGREES TO.

... ..

1. The above information was obtained from a review of the files of the Department of the Army, Department of the Navy, and the Department of the Air Force, and is being furnished to you for your information.

1. The first part of the document is a letter from the President of the United States to the President of the Republic of China, dated January 1, 1955. The letter is signed by Dwight D. Eisenhower and is addressed to Chiang Kai-shek. The letter discusses the relationship between the United States and the Republic of China, and the role of the United States in the Far East. The letter is a copy of the original, and is dated January 1, 1955.

1. The first part of the document is a list of names and dates, which appears to be a roster or a list of participants. The names are written in a cursive script, and the dates are written in a more formal, printed style. The list is organized into two columns, with names on the left and dates on the right.

shall not be bound by the provisions of this Agreement or any part thereof.

[illegible]

() The following items are listed as being in the possession of the above named person:

... in Cuba, in performance of an of the various terms of ...

... by or on behalf of Debtor or in connection with this Agreement, or to be used

1. The purpose of this document is to provide information regarding the use of the word "and" in the title of a document. The word "and" is used to connect two or more items in a list or to indicate a relationship between two or more items. The word "and" is used in the title of this document to connect the words "purpose" and "information".

[illegible]

1. The above information was obtained from a confidential source who has provided reliable information in the past.

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice G. D. Young, Chief Justice of the Supreme Court of the Province of Ontario" and "The Hon. Mr. Justice J. A. Macdonnell, Chief Justice of the Supreme Court of the Province of Quebec".

1. 1950年10月1日，中华人民共和国成立，标志着中国历史进入了一个新的纪元。这一天，中国人民在经历了长期的苦难和斗争后，终于迎来了国家的独立和民族的解放。

... ..

... ..

It is also to be noted that the letter of the 10th of November 1944 is not to be printed and several other documents are not to be printed.

2
This instrument is made pursuant to the Uniform Commercial Code of Tennessee and is to be interpreted in accordance with the laws of the State of Tennessee.

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STATE OF TEXAS

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POWER OF ATTORNEY

Page 1 of 2

I hereby appoint _____
as my attorney in fact to execute and deliver in my name
all bills of sale and title papers and to execute and deliver in my name
all bills of sale and title papers and to execute and deliver in my name
all bills of sale and title papers and to execute and deliver in my name

Make _____ Model _____ Serial Number _____

Motor No. _____ Body _____ Year Model _____

and for said purpose to execute and deliver in my name all bills of sale
to sell or transfer ownership up to _____

Signature of owner _____

Address _____

STATE OF TENNESSEE

County of _____

Personally appeared before me the undersigned _____

_____ who acknowledged to me that he is the owner of the above
described vehicle and that he executed the foregoing power of attorney
for the purposes stated therein.

My commission expires _____

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/20/71

[redacted] United States Courthouse Credit Union, 125 8th Avenue South, Nashville, Tennessee, was advised of the identity of the interviewing Agent and the purpose of the interview. [redacted] thereafter furnished the following information:

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b7c

GEORGE M. GIFFE, JR. has been a borrower from the Credit Union since 1961. Since that time GIFFE has secured eleven loans, ten of which were repaid satisfactorily. The last loan secured by GIFFE has an outstanding balance of \$3328.35. This last loan was secured by GIFFE on January 30, 1970, for \$5255.48. The purpose of the loan was to purchase a 1967 Cadillac DeVille. Collateral posted by GIFFE for the loan included the following items:

One 1967 Cadillac DeVille, Vehicle Identification Number (VIN) B7137319

One Walther PPK 7.65

One Browning High-Power 9 millimeter

One Enfield 30.06 with scope

One Winchester model 9430-30

One Stoger Luger .22 caliber

One Luger Super Single Six .22 caliber

One Winchester model 11

One 12-gauge shotgun

One Universal Carbine .30 caliber

Numerous pieces of household furniture and office desk and chair

[redacted] further advised that GIFFE on July 16, 1970, had an automobile accident in which the above described

Interviewed on 10/18/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] Date dictated 10/19/71

ME 164-76

2

Cadillac was damaged to the extent the Credit Union released it in collateral.

[redacted] advised GIFFE's privilege to participate in the Credit Union resulted from his father's membership who is a former Veterans Administration attorney for the United States Government, who was a member in good standing.

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription October 22, 1971

[redacted]
[redacted] employed as a salesman, Kelly Cadillac, 900 Riverfront Parkway, Chattanooga, Tennessee, telephone number 267-1104, furnished the following information:

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He first met GEORGE MALLORY GIFFE, JR., in approximately 1967 or 1968. GIFFE was then in the real estate business in Nashville, Tennessee, and he passed through Chattanooga en route to Atlanta, Georgia, for business. GIFFE stopped at the Ayers Motor Company, Chattanooga, where [redacted] was formerly employed until September 7, 1971. GIFFE was interested in purchasing his parents a 1965 Cadillac and selected one at this company. [redacted] said he personally drove this Cadillac to Nashville, Tennessee, and met GIFFE'S parents and delivered to them this Cadillac.

His next contact with GIFFE was in August, 1971, when GIFFE, his wife and partner, (first name unknown) [redacted] stopped at the Ayers Motor Company. GIFFE ordered a 1972 Fleetwood Cadillac and [redacted] ordered a 1972 El Dorado Cadillac, both to be company automobiles and to be delivered late in 1971. At this time GIFFE, Mrs. GIFFE and [redacted] were reportedly en route to Atlanta, Georgia, on business.

The Kelly Cadillac Company was opened September 7, 1971, and he changed from Ayers Motor Company to his present employer. Some time after this company was opened, GIFFE came by to check on the possible date of delivery of his 1972 Cadillac.

On September 25, 1971, GIFFE telephonically contacted him from Nashville, Tennessee. He said he was tired of his 1970 Mercury Cougar and wanted to know if [redacted] had a Cadillac he could buy and use until his 1972 Cadillac was delivered. GIFFE was informed that he had a 1970 Cadillac available and GIFFE said he would leave and drive to Chattanooga that date. He arrived in the middle of the afternoon and made arrangements for the purchase of the 1970 Cadillac and traded in his 1970 Mercury Cougar.

Interviewed on 10/20/71 at Chattanooga, Tennessee File # KX 164-33

by SA [redacted] Date dictated 10/20/71

16476

2

KX 164-33

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[] introduced GIFFE to [] of Kelly Cadillac, inasmuch as it was a Saturday sale and a check was being issued by GIFFE for the balance of the cash price for this unit.

On Tuesday, September 28, 1971, [] called GIFFE and asked if the \$3834.50 check could be deposited and GIFFE said he had not made arrangements at the bank for this loan to date. On Friday, October 1, 1971, [] again called GIFFE concerning the aforementioned check and GIFFE again requested the check not be deposited. He said he was in conference with his lawyer in connection with the settlement of a \$60,000 lawsuit over an automobile accident and he would make arrangements with the bank on October 4, 1971. [] informed GIFFE that the check would be deposited on October 4, 1971, irregardless of his neglect to make arrangements on that date.

[] said that he read where GIFFE had killed himself in Jacksonville, Florida, that weekend and the check therefore was never deposited.

On Monday, October 4, 1971, a [] Commerce Union Bank, Nashville, telephonically contacted the Kelly Cadillac Company and advised they had a lien on the 1970 Mercury Cougar. This vehicle was returned to this bank and on October 20, 1971, the Cadillac he had sold GIFFE was released at Nashville, Tennessee.

[] said he has no further knowledge of GIFFE and his only contact with him was in connection with the sale of aforementioned automobiles.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription October 22, 1971

[redacted] Kelly Cadillac,
900 Riverfront Parkway, telephone number [redacted] advised
that he was [redacted] of Ayers Motor Company,
Chattanooga, Tennessee, until he opened his present company
on September 7, 1971.

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[redacted] stated that he never knew GEORGE MALLORY
GIFFE, JR. until he appeared at the Kelly Cadillac Company
on September 25, 1971, and was introduced to him by his
salesman, [redacted]. He said that usually he would not
have met a customer; however due to the fact that it was a
Saturday and because of the sales arrangement into which
[redacted] had entered with GIFFE, this required his personal
authorization.

[redacted] made available for review a Retail Order
for a Motor Vehicle dated September 25, 1971, listing the
following information:

Salesman
Purchaser's name

[redacted]
Continental Research Con-
sultants, Bavaria
Apartments, Suite J-11,
4501 Packard Drive,
Nashville, Tennessee, 37211
Residential telephone,
834-0699

Vehicle

Business telephone, same
1970 Coupe Deville gold
Cadillac
C-12

Stock Number
Cash delivery
Price of unit
Used car trade-in
Used car allowance
Lien

\$5695.00
1970 Mercury Cougar
\$1995.00
Commerce Union Bank, Green
Hills Office, Nashville,
Tennessee

Interviewed on 10/20/71 at Chattanooga, Tennessee File # KX 164-33

by SA [redacted] /sjw Date dictated 10/20/71

2
KX 164-33

\$5695.00
129.00 Tax
5.00 Tax
\$5829.50
1995.00 Credit
\$3834.50

Signed
Accepted by

GEORGE M. GIFFE, JR.
[redacted]
Sales Manager

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[redacted] further advised that GIFFE had issued the following described check for the amount due on this vehicle; however, the check was not to be cashed until GIFFE had made arrangements with the Commerce Union Bank, Green Hills Office, Nashville, Tennessee, for a loan in the amount of \$3834.50:

Check drawn on the Commerce Union Bank, Account Number 759-667-7, for Continental Research Consultants, Bavaria Apartments, Suite J-11, 4501 Packard Drive, Nashville, Tennessee, 834-0699. Check is dated September 25, 1971, payable to Kelly Cadillac in the amount of \$3834.50, for company automobile, signed GEORGE M. GIFFE, JR.

[redacted] further stated that GIFFE had traded a 1970 Mercury Cougar, Vehicle Identification Number OF91MJ26499, bearing 1971 Tennessee license 2N9360, Title Number 15395454, issued to GEORGE MALLORY GIFFE, JR., with a lien to the Commerce Union Bank, 4011 Hillsboro Road, Nashville, Tennessee.

[redacted] said that GIFFE failed to contact the Commerce Union Bank, Nashville, on Monday, September 27, 1971, as he had agreed and his salesman, [redacted]

3
KX 164-33

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had to make a call to GIFFE. He said that GIFFE had furnished [] with the excuse that he had been busy and had not made the necessary financial arrangements to date, but he promised he would contact the bank in a few days. [] said that before GIFFE made the contact, he read in the paper where he had killed himself in Jacksonville, Florida.

[] said that immediately after this death, a [] Commerce Union Bank, Nashville, called him concerning their lien on the 1970 Mercury Cougar.

[] said that the 1970 Mercury Cougar was returned to the above bank at Nashville, Tennessee, and his 1970 Cadillac was released October 20, 1971, to him at Nashville.

[] added that some time in August, 1971, GIFFE and his partner, (First name unknown) [] ordered two 1972 Cadillacs through salesman [] for delivery in late 1971.

[] said that he has no further knowledge of GIFFE and the above papers would be retained by his company should they be needed at a later date.

JK 164-103

ME 164-76

RAM:bb

1

The following investigation was conducted by SA
[redacted] at Nashville, Tennessee:

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[redacted] Clerk, U. S. District Court Clerk's Office, Middle District of Tennessee, Nashville, Tennessee, advised SA [redacted] on October 22, 1971 that their office in Nashville does not maintain records of applications for passports and all of them are forwarded to the Passport Office, Department of State, Washington, D.C. [redacted] stated that she could locate no record of passport issued to SUSAN G. GIFFE, number A1392622, issued June 19, 1970, and no record of passport number A1032652 in the name of GEORGE M. GIFFE, JR., issued June 17, 1970.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/19/71

1.

HUBERT O. KEMP, Chief of Police, Nashville, Tennessee, advised that on March 22, 1968, according to his records, GEORGE MALLORY GIFFE, JR., 324 Gaywood Drive, Nashville, Tennessee, date of birth July 11, 1936, filed application with the Metropolitan Government of Nashville and Davidson County, Tennessee, for an appointment to Special Policeman. KEMP stated that GIFFE listed his employment as Global V Realty Company, 1720 West End Building, Nashville, Tennessee, and stated that he normally carried large sums of money between his business, the bank, and his residence.

Chief KEMP stated that following a review of records in the Records Section, and submission of his prints to the Identification Division of the Federal Bureau of Investigation, GIFFE was granted a Special Police Commission on March 22, 1968, and his identification card was issued on April 1, 1968.

Chief KEMP stated that on January 26, 1971, GIFFE failed to pay the insurance company for his bond, a surety bond of \$5,000 required at the time of making application for Special Police Commission, and his Special Police Commission was thereafter cancelled and his identification card, No. 1703, and badge No. 40, were thereafter destroyed on February 4, 1971.

Chief KEMP stated that his records further reflect that, on February 4, 1971, GEORGE MALLORY GIFFE, JR., 4501 Packard Drive, Nashville, Tennessee, re-applied for Special Police Commission, again listing his employment as Global V Realty Company, 4501 Packard Drive, Nashville, Tennessee. Chief KEMP stated that this police commission was granted on February 4, 1971, and GIFFE was issued badge No. 40 and certificate No. 3412 on February 11, 1971.

Chief KEMP stated that GIFFE's authority extended to the premises of Global V Realty Company, to and from bank, home, and elsewhere pertaining to his business. Chief KEMP stated that at no time was GIFFE issued a weapon, handcuffs, or any other police equipment.

10/15/71 Nashville, Tennessee Memphis 164-76
Interviewed on _____ at _____ File # _____
SA b6 10/15/71
by _____ b7C Date dictated _____

2.
ME 164-76

Chief KEMP stated that his record reflects that on October 4, 1971, GIFFE kidnaped his estranged wife, SUSAN, when she got off work as a telephone operator at Roger Miller King of the Road Motor Inn, commandeered a Big Brothers aircraft which he had chartered earlier, and shot and killed his wife, pilot BRENT P. DOWNS, then himself after the plane landed in Jacksonville, Florida. Chief KEMP stated that following this incident, GIFFE's police commission was immediately cancelled.

Chief KEMP made available an application for Special Policeman dated March 22, 1968, and an application for Special Policeman dated February 4, 1971, both of which applications were submitted by GEORGE MALLORY GIFFE, JR.

ME 164-76

VDB:ln

1

The following investigation was conducted by
SA [] at Nashville, Tennessee:

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b7C

On October 18, 1971, [] of the Bushido Judo and Karate School, 3209 Nolensville Road, Nashville, Tennessee, advised that he is not acquainted with a Nakara Academy, and to the best of his knowledge there never has been an academy by this name in Nashville, Tennessee. He advised that if an individual is a Black Belt he would have some kind of certification papers to validate this degree, but that to the best of his knowledge, there is not a Nakara Academy in the Nashville, Tennessee area.

On October 18, 1971, a check of the current Nashville telephone directory and City directories for 1967 through 1971, for a Nakara Academy, met with negative results.

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/22/71

[redacted] employee with Gun City, 573 Murfreesboro Road, Nashville, Tennessee, was advised of the identity of the interviewing Agent and the purpose of the interview. [redacted] thereafter furnished the following information:

b6
b7C

On October 1, 1971, GEORGE M. GIFFE, JR. came to Gun City to determine if [redacted] was going to buy three long guns GIFFE had left with [redacted] a week prior.

GIFFE wanted \$150 for the guns, but [redacted] would only pay \$100. GIFFE then advised [redacted] that he was in a hurry so he would settle for the \$100. [redacted] paid GIFFE with \$100 in cash, and GIFFE put the \$100 with the rest of his money. [redacted] observed a fist size roll of cash, the top two bills were \$100 bills.

GIFFE then left as if he were in a hurry and [redacted] observed GIFFE drive off in a gold Cadillac, and [redacted] believes it had a black vinyl top.

[redacted] did not specifically recall GIFFE transacting any other business at Gun City but believes he has been in the store before, but does not recall any specific circumstances or times.

[redacted] advised that prior to the hijacking, he had never seen or heard of [redacted] stated his only knowledge of [redacted] is derived from the newspaper and television publicity since the hijacking.

Interviewed on 10/20/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] Date dictated 10/20/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/21/71

[redacted] of Gun City USA, Inc.,
573 Murfreesboro Road, Nashville, Tennessee, furnished
the following information:

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b7C

[redacted] stated that he did not know GEORGE GIFFE or [redacted] by name; only that it had come up when FBI Agents had approached [redacted] and asked him if he had recently purchased or sold any guns to a man named GIFFE. [redacted] upon checking his records, had found that employees had bought three weapons from GEORGE M. GIFFE on October 1, 1971. [redacted] stated that he may have seen GIFFE in the store at one time or another but does not recall the man.

[redacted] also stated that [redacted] owns this particular store, Gun City USA, and that [redacted] is a chief pilot at Big Brothers Aircraft. [redacted] also believes that [redacted] is the operational manager for Big Brothers Aircraft.

[redacted] provided a receipt from his store, number 72376, which reflects that GEORGE M. GIFFE, JR., of 4501 Packard Drive, Apartment J-11, Nashville, Tennessee, on October 1, 1971, brought three weapons into Gun City USA and was paid \$100 cash for the weapons. The receipt reflects that Gun City USA purchased from GIFFE one Winchester model 94, caliber 30-30, serial number 2051484; one J. C. Higgins model 20, caliber 12 gauge, with no serial number; and one Enfield bolt-action rifle, caliber 30-06, serial number 292613, and a 3-9 scope. The record also reflects that \$100 cash was paid out to GIFFE for these weapons.

[redacted] stated that GIFFE, according to his employees, had brought the weapons in approximately one week before the money was given to him and asked the employees how much money he could get for these three weapons at which time he was told that the store was not interested in buying the weapons. When GIFFE returned in one week [redacted] had told the employees to offer GIFFE

On 10/20/71 at Nashville, Tennessee File # ME 164-76
JK 164-103

SA [redacted]
by SA [redacted] Date dictated 10/20/71

ME 164-76
JK 164-103

2

\$100 for the weapons which he thought was a fair price for them and see if GIFFE would take it. When GIFFE returned, he accepted the \$100 and left.

FEDERAL BUREAU OF INVESTIGATION

Date 10/22/711.b6
b7C

[redacted]
[redacted] gave the following information:

[redacted] stated that she had known SUSAN GIFFE and her husband GEORGE M. GIFFE but had not had social acquaintance with them in the last two or three months. [redacted] said she knew nothing of the hijacking or why it would have taken place, and further felt she had nothing to add that would make the situation any clearer.

[redacted] could not or would not add any further information to the information already given.

On 10/21/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] Date dictated 10/21/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/21/71

[redacted] advised that on Sunday, October 3, 1971, their daughter was separated from her husband, GEORGE GIFFE, and was living at home. He stated that at about 1:00 P.M. in the afternoon GEORGE GIFFE came by and his daughter, SUSAN, went from the house and sat in the car with GIFFE and had a conversation with him. [redacted] stated that he was within a few feet of the automobile working on his personal car and was there in order to observe GIFFE at all times because he had in the past physically abused his daughter. He stated he observed his daughter and GIFFE having a rather heated conversation in the car, and after about thirty minutes he observed his wife, [redacted] rush from the house, grab a flower pot, and indicate that she was going to settle the matter with GEORGE GIFFE once and for all. He stated when this occurred SUSAN jumped from the car and GIFFE backed the car out and left. He stated he then determined that his wife was watching GEORGE GIFFE and their daughter, SUSAN, from a window in the house and had observed SUSAN attempt to leave the car and had observed GEORGE GIFFE physically grab her by the arm and jerk her back in the automobile. He stated he had determined that GIFFE had been begging his wife to meet him that night for a few minutes after she got off from work.

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b7C

[redacted] stated that he and his wife were quite concerned for SUSAN's safety, and they decided that they would go to the motel and meet SUSAN when she got off from work. He stated pursuant to this conversation his wife called GEORGE GIFFE at his apartment at approximately 9:00 P.M. and told him that they would be at the motel to meet their daughter when she got off work and would be there to protect her.

[redacted] stated that at about 12:00 midnight his wife called SUSAN at the King Of The Road Motel and told her that they were coming to the motel in order to protect her in her meeting with GEORGE GIFFE, but SUSAN dissuaded them from doing so and asked them to let her work the matter out with GEORGE. [redacted] stated that pursuant to SUSAN's wishes they did not go to the motel as they desired, but remained at home, and the next information they obtained relating to their daughter was when they heard over a police radio of the ~~hijacking of an airplane and heard a license number mentioned~~ which they knew belonged to GEORGE GIFFE.

Interviewed on 10/13/71 at Nashville, Tennessee File # Memphis 120-263

by SA [redacted] Date dictated 10/14/71

FEDERAL BUREAU OF INVESTIGATION

1Date 10/29/71

GEORGE M. GIFFE, SR., 324 Gaywood Drive, Nashville, Tennessee, made available the following handwriting which he identified as being the known handwriting of his son, GEORGE M. GIFFE, JR.:

- (1) One-page written message "Love and fear," contained on hard red colored paper.
- (2) Fourteen-page written message entitled "General biology lecture number one," contained on yellow colored lined legal-size paper.
- (3) Three-page written message with notations "Page two, "Page three, and "Page four," contained on white colored unlined legal-size paper.
- (4) Three-page written message entitled "101 General Biology Lecture," contained on yellow colored lined legal-size paper.

Mr. GIFFE advised that in the past month he has noticed no change in his son's emotional or mental stability. He advised that approximately three years ago when he married SUSAN, his second wife, he advised his son not to get married since he had too many financial responsibilities and his first marriage was a failure. His son went against his advice and married his second wife, SUSAN, anyway and began having domestic problems. His son, over a period of three years, has had a lot of emotional and mental pressure because of financial and domestic problems. He noticed no sudden change in his son's emotional or mental stability in the month previous to his death or immediately before his death, but he has had constant pressure on him because of emotional and domestic problems and he just came to the breaking point, in his opinion.

On 10/26/71 at Nashville, Tennessee File # Memphis 164-76

by IC SA [redacted] b6
b7C Date dictated 10/28/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted] Credit Manager, Woolco Department Store, 100 Oaks Shopping Center, Nashville, Tennessee, advised that account number 6042-291-2 was the charge account number of GEORGE M. GIFFE, JR., wife SUSAN. His first address was indicated as 3415 West End, and last known address was the Georgetown Apartments, 9C, 5025 Hillsboro Road. His wife's address was indicated at first as the Continental Apartments, #805, and later 325 Gaywood Drive. His business was indicated as Global-V Realty Company, 1808 West End Building, telephone number 256-6322.

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GIFFE gave credit references as follows:

The United States Post Office; date of account August 1967; amount \$4,500.00.

Cain Sloan. There was no record found when this credit reference was checked with Cain Sloan.

Ralph Nichols; date account opened November 1967; amount \$72.00.

Records indicated this charge account was opened in November 1966, which was a courtesy account opened when Woolco originally opened. It was turned over for collection on October 8, 1970, to the Merchants Adjustment Bureau and since the account was uncollectible for over one year, it was written off as uncollectible on March 5, 1971.

[redacted] advised that she recalls talking to GIFFE on a couple of occasions, and that he was, in her opinion, a "talker". She said the reasons that he gave for not paying his bills generally was because of business failures. She advised that there are no records at the Woolco Department Store for specific purchases made or the amounts of payments he made on his account.

Interviewed on 10/18/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] Date dictated 10/18/71

FEDERAL BUREAU OF INVESTIGATION

1Date 10/21/71

[redacted] Building Superintendent, 1720 West End Building, Nashville, Tennessee, gave the following information:

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[redacted] stated that through checking the partial records that he had, he recalled GEORGE GIFFE had rented a three-room suite for Global Realty in the 1720 West End Building from 1965 to December of 1967. GIFFE had in turn, according to [redacted] rented one of these suites to [redacted] of McMahon Insecticide. GIFFE moved out of the West End Building in December of 1967 and in turn MC MAHON moved out with GIFFE.

GIFFE returned to the West End Building in February or March of 1968, again renting suites, although this time [redacted] did not return with GIFFE. GIFFE rented suites at the 1720 West End Building until December of 1968, at which time he moved out.

[redacted] recalled that GIFFE had been a fine tenant and very friendly all during his stay at this building.

On 10/19/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103

by SA [redacted] LNB:tjm Date dictated 10/20/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted] of Travelers Insurance Company, Baker Building, 21st and West End Street, Nashville, Tennessee, furnished the following information:

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[redacted] after reviewing his records, stated that GEORGE M. GIFFE, had policy number 042320-009979822-101-119, on a 1970 Cougar, Vehicle Identification Number OF91M526499, license 1971 Tennessee 2N-9360.

[redacted] stated the file also reflected that GIFFE had had an accident on August 20, 1971, and claimed \$248.83 damage to GIFFE's automobile. [redacted] stated the Travelers Insurance Company had given GIFFE a draft for the amount of \$248.83 and then later had tried to recall this draft because they had erroneously made the draft out to GIFFE alone, whereas the draft should have been made out to GIFFE and Commerce Union Bank.

[redacted] stated that GIFFE cashed the first draft at the Melrose Branch of the First American National Bank in Nashville, Tennessee. GIFFE was called back in to the Travelers Insurance Company and issued a second draft for the same amount of money, \$248.83, made out to GIFFE and Commerce Union Bank. This draft, according to [redacted] is still unaccounted for.

[redacted] stated that as far as he was concerned, GIFFE owed Commerce Union Bank \$248.83 because he cashed the first draft.

[redacted] stated that GIFFE had previously had a policy on a Cadillac from Magrill, Weinberger, and Moskovitc, Inc., Nashville, Tennessee, and a policy from Ingram, Armstead, and Wallace, Nashville, Tennessee, on the Cougar. [redacted] stated the aforementioned companies are all underwriters for Travelers Insurance Company.

Interviewed on 10/19/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] LNB:tjm Date dictated 10/20/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/26/711

[] Travelers Insurance Company, 21st and Broadway, Nashville, Tennessee, was interviewed pursuant to his request and gave the following information:

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[] stated that after talking to his employees about GEORGE M. GIFFE, JR., he discovered through the conversation that GIFFE had kept a small, black book. [] stated that his employees said that everytime GIFFE would speak to someone, he would make it a habit of taking their name, and if he could get it, their telephone number and put it in his little, black book.

[] said that his employees were certain that there was no purpose behind this as he took the secretary's name, salesman's names and anyone that would talk to him.

[] stated that he gave this information in order that if people of this office would have to be interviewed, that he would know ahead of time, and therefore, he felt saving us the time of talking to many people that GIFFE had only known for a fleeting moment.

On 10/21/71 at Nashville, Tennessee File# Memphis 164-76
Jacksonville 164-103
by SA [] LNB/bb Date dictated 10/22/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted] of the Tennessee State Realty Commission, Department of Insurance and Banking, furnished the following information:

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Records reveal that GEORGE M. GIFFE, JR. currently holds Tennessee Real Estate Broker's license 2848 dated 1/1/71.

He previously had obtained a license as a salesman in 1965, at which time he was working for the PERRY W. MOSKOVITZ Realty Company. In April 1966, he obtained a broker's license and continued to work for the Moskovitz Company, until March 14, 1967.

On March 16, 1967, GIFFE formed a company known as the Global-V Realty Company with offices at 1720 West End Avenue. At the time of formation, there was a partnership operation with GIFFE listed as president and [redacted] listed as a vice president and equal owner with GIFFE. On October 9, 1969, at which time GIFFE made reinstatement for the Global-V Realty Company, he indicated on the application that he was the sole owner of that company.

At the time of the January 1, 1971, renewal for broker's license, GIFFE indicated that the Global-V Realty Company had offices located in Suite 810, 1808 West End Avenue. This company is a licensed real estate company, which does business under the laws of the State of Tennessee. There is no record of any derogatory information contained within the files of the Realty Commission relative to GIFFE or the operation of his company. Inasmuch as GIFFE is presently deceased, the board is closing and, therefore, destroying the file relative to GIFFE.

Interviewed on 10/18/71 at Nashville, Tennessee File # Jacksonville 164-103
by SA [redacted] LJO/lm Date dictated 10/18/71

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Should it become necessary to produce records of these accounts in court, a subpoena duces tecum should be issued to or his authorized representative.

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Date 10/21/71

[redacted]
[redacted] gave the
following information:

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[redacted]

[redacted] The full and complete records
of [redacted]
[redacted] can be secured through a subpoena duces
tecum directed to [redacted]

[redacted]

[redacted] also related that [redacted]

[redacted]

On 10/20/71 at Nashville, Tennessee File # ME 164-76
JK 164-103
by SA [redacted] SA [redacted] b6
b7C Date dictated 10/20/71

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FEDERAL BUREAU OF INVESTIGATION

1Date 10/26/71b6
b7C
b7D

[redacted]
[redacted] gave the following
information:

[redacted] stated that all information that he was to
reveal on [redacted] would be off-hand
as the complete records would have to be obtained through subpoena
duces tecum directed at [redacted]

[redacted]

On 10/22/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76
by SA [redacted] LNB:ple Date dictated 10/22/71
SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date 11/1/71Records of

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In the event the above information is to be produced in court, a subpoena duces tecum should be directed to

or his authorized representative.

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On 10/29/71 at Nashville, Tennessee File # ME 164-76
JK 164-103
by IC b6
b7C Date dictated 11/1/71

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FEDERAL BUREAU OF INVESTIGATION

1Date 11/1/71

[redacted] American Marine and Equipment Company, 201 Woodycrest (Polk) Avenue, furnished the following information:

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Quite some time ago he was contacted by [redacted] an independent dredge equipment salesman and consultant, relative to a purchase from his company of a \$140,000 dredge to be used in a sand and gravel project in Georgia. [redacted] actually had very little facts relative to the project and was just making a preliminary contact. It seems that [redacted] had been contacted by the late GEORGE GIFFE, JR., and an individual named [redacted]. He has never met GIFFE or [redacted] and was never associated with them in any type of proposed or actual business venture with them, including the Georgia Sand and Gravel project.

[redacted] was merely contacting him to handle the sale and purchase of the equipment and accordingly would make a commission off the sale. [redacted] possibly acting in a consultant capacity would have also helped with the initial operational phases of the dredge had any sale been made. He attempted to obtain more information from [redacted] in regard to the proposed project, but [redacted] was completely devoid of any details and indicated that GIFFE and [redacted] were only in the initial planning states of the project. He did not have any subsequent contact with [redacted] and could furnish no additional details relative to the sand and gravel project or the identity of the persons involved in the project other than GIFFE and [redacted].

He does not know [redacted] and has no information as to whether or not [redacted] was in any way involved in the sand and gravel project.

[redacted] is presently working in Ocean City, Maryland, for the East Coast Dredging Company, which is handling a large dredging project for a real estate development company at Ocean City.

On 10/29/71 at Nashville, Tennessee File # ME 164-76
ME 164-103
by SA [redacted] /acp Date dictated 10/29/71

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VII. DETAILS OF BACKGROUND INVESTIGATION ON
SUBJECT

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/19/71

[redacted]
advised as follows:

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She first met GEORGE GIFFE, JR. and his wife, SUSAN, in April 1971, at a party at the GIFFE apartment in the Bavaria Apartments, Nashville. She last saw SUSAN GIFFE about four or five weeks ago at a party there. At approximately 4:30 PM on Saturday, October 2, 1971, she telephoned the GIFFE residence to inquire as to whether or not an individual named [redacted] of Atlanta, Georgia, a friend of both hers and the GIFFES, was coming to Nashville that particular week end. GEORGE GIFFE answered the phone and stated that SUSAN was out of town and he told her that [redacted] was not coming to Nashville that week end. During this phone conversation, GIFFE invited her to accompany him and [redacted] to the LaBri Lounge, Jo Johnson Street, Nashville, which lounge was having its opening that particular night.

GIFFE picked her up at 7:30 PM on October 2, 1971, as she agreed to accompany him and [redacted] to the LaBri Lounge. They went to a liquor store where GIFFE bought liquor and then went to [redacted] residence on [redacted] to pick him up. However, [redacted] was not there and they then went to the LaBri Lounge. During the next hour and a half, to two hours, they drove back and forth between the LaBri Lounge and the [redacted] residence in efforts to pick up [redacted] however, [redacted] was never at his residence.

Sometime after 9:30 PM on that particular Saturday evening, [redacted] came by the LaBri Lounge and thus she accompanied GIFFE to the [redacted] residence for the purpose of dropping [redacted] off there. She, GIFFE, and [redacted] then returned to the LaBri Lounge, where [redacted] stayed an hour or so. When [redacted] left the LaBri Lounge, she and GIFFE remained at the Lounge for a short time, but then departed at about 11:30 PM on October 2, 1971. GIFFE then took her to the Black Poodle Night Club located on The Alley, Nashville. She got the impression that GIFFE knew quite a few people there as he talked to numerous individuals on that particular night; however, she does not know the identities of any of them. She and GIFFE stayed at the Black

Interviewed on 10/12/71 at Nashville, Tennessee File # Memphis 164-76

by SA [redacted] SA [redacted] AHQ/ln Date dictated 10/18/71

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Poodle Night Club until the end of the night club act, and GIFFE then took her to the GIFFE apartment in the Bavaria Apartments as he stated he was hungry and he wanted to fix the two of them some food. GIFFE ate some eggs and had some milk and fixed her an egg sandwich. She observed no one else at the GIFFE apartment. The GIFFE apartment looked normal to her, except it was a little untidy. However, she did not think this at all unusual, inasmuch as she got the impression that GIFFE had been there several days by himself since he told her that SUSAN was out of town. Sometime around 2:00 AM on October 3, 1971, GIFFE took her home to her apartment. She recalls going to bed at approximately 2:30 AM on that morning. GIFFE had been drinking heavily during the evening and he had trouble driving between his apartment and hers. When she and GIFFE parted at approximately 2:00 AM, on October 3, 1971, GIFFE made no statements as to when he might see her again. When she awakened on Sunday morning, October 3, 1971, she considered calling GIFFE to see if he got back to his apartment all right earlier that morning since he had trouble driving the car over to her apartment because of the liquor he had consumed. However, she figured that she would probably just wake him up and thus she did not call him. At about 9:30 AM on October 3, 1971, she left her apartment and traveled to [redacted] where her mother lives.

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She said when GIFFE left her off at her apartment at about 2:00 AM on October 3, 1971, he did not make any statement as to the effect that he was going to return to his apartment, although she presumes that he did return to his apartment. She never saw nor heard from GIFFE again after he dropped her at her apartment on October 3, 1971. While she and GIFFE were together on October 2-3, 1971, GIFFE kept making statements as to how drunk he was.

When GIFFE picked her up on October 2, 1971, he was in a gold Cadillac, which is the first time she had ever seen him in this vehicle. He told her this vehicle was not his own but that it was the dealer's, although he did not identify the dealer. He told her that he had ordered a Fleetwood model Cadillac, but since this automobile had not yet arrived, the dealer had given him the gold Cadillac to drive, which was a Deville model. While she was traveling with GIFFE between the LaBri Lounge and the [redacted] residence, and prior

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to the time that [] arrived at the LaBri Lounge, GIFFE opened the glove compartment to the Cadillac, stating that he had forgotten to put on after shave lotion when getting ready earlier that evening. He thus pulled a small bottle, with no label, out of the glove compartment and placed some of the liquid from this bottle on his face, and she thus got the impression that it was after shave lotion. When he looked into the glove compartment she was able to observe some papers that were folded over in the glove compartment. These papers looked like normal sheets of typing paper, but she has no idea how many of these sheets were in the glove compartment. She recalls that on one other occasion during that particular evening GIFFE had to look into the glove compartment for something. On this particular evening he told her that he had just gotten rid of his Cougar automobile.

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She recalled that GIFFE normally carried a gun on him and he told her that this gun was a Walther PPK automatic. She recalled seeing this gun on his person on the night of October 2-3, 1971.

On Saturday night, October 2, 1971, GIFFE introduced her to [] at the LaBri Lounge and she got the impression that GIFFE and [] were not real close friends, inasmuch as GIFFE introduced [] as being a newly acquired business partner. She had never met [] prior to this occasion.

During the evening of October 2-3, 1971, GIFFE did not seem depressed to her as, in fact, he never appeared to her to be depressed. Once during the evening she asked him about SUSAN's being out of town, at which time GIFFE evaded her. She recalls that on several occasions, during the six-month period she knew GIFFE and SUSAN, the two of them joked about the fact that SUSAN occasionally packed up and went home to her mother.

Concerning an individual named [] she recalls GIFFE occasionally talked of an individual named [] but never further identified this person. She has no idea who [] might be. She recalls that on one occasion, she was in GIFFE's presence when he found a note on the door of his apartment and after reading it, he stated that it apparently was left there by []

On the night of October 2, 1971, while at the LaBre Lounge, she recalls that a Negro male about 35 to 40 years old

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helped out behind the bar at the LaBre Lounge. This individual had a quarter in his ear and she recalls that [redacted] and GIFFE joked with this person during the evening. There was a Negro male standing at the bar who looked very much like the comedian BILL COSBY, although she knows that it was not COSBY, and this individual and GIFFE talked to each other about the war in Vietnam.

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She identified the following individuals as being associates of GIFFE:

[redacted] of [redacted] is employed by Proctor and Gamble;

[redacted] (First name unknown) [redacted] in the Geology Department at Vanderbilt University, Nashville;

[redacted] a teacher at Ensworth School, Nashville, Tennessee;

[redacted] The Bavaria Apartments, Nashville, Tennessee;

[redacted] who lived across from the GIFFES at the Bavaria Apartments;

[redacted] who is employed at an industrial equipment firm in Atlanta, Georgia.

She recalls that on one occasion when she was with GEORGE and SUSAN GIFFE, GEORGE became violent with SUSAN during an argument the two of them were having, and began yelling at her.

[redacted] who GIFFE had once met. On that particular Saturday night, October 2, 1971, GIFFE asked her the name of [redacted] She believed that GIFFE was merely just engaging in friendly conversation; however, when he asked her her [redacted] name. She stated that she and [redacted]

After she and GIFFE left the LaBri Lounge on Saturday night October 2, 1971, she never again saw [redacted] During that evening, GIFFE did not mention anything about his expected activities on October 3rd or 4th, 1971.

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is employed by the Tennessee State
Department of Public Welfare, Nashville, Tennessee.

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FEDERAL BUREAU OF INVESTIGATION

Date 10/22/71b6
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[redacted]
[redacted] furnished the following information:

[redacted] stated she is the manager of the Country Squire Apartments and has been so since approximately May of this year. These apartments are located in Nashville, Tennessee.

[redacted] stated that she has known [redacted] since approximately 1970 when she met him as she was the manager of the Camelot Apartments, 830 Glastonberry Road, Nashville, Tennessee, and [redacted] was referred to her by the previous manager to be an assistant and help with the apartments. [redacted] stated that [redacted] had been a very fine helper at Camelot and at times had fallen behind in his rent but had always managed to pay or catch up. When [redacted] moved to the Country Squire Apartments she advised that she called [redacted] and asked him if he would be willing to move to the Country Squire Apartments and be her assistant here. [redacted] stated that [redacted] accepted her offer and moved to the Country Squire Apartments shortly thereafter, sometime in April or May.

While [redacted] lived at the Camelot Apartments, she stated that she became well acquainted with [redacted] and his wife and stated that they were a fine well-knit family and that she knew of nothing with the exception of being short of money that caused them any problems. [redacted] also stated that the [redacted] have a child that they are very proud of and never let out of their sight.

[redacted] advised that since [redacted] has lived in the Camelot Apartments he has helped out immensely doing duties that were not officially designated to him but that she felt that [redacted] felt that he should do, such as painting apartments, taking the chairs away from the swimming pool, and other handy-man duties that he would not normally be required to do as the assistant of the Country Squire Apartments. [redacted] stated that because of these

On 10/20/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76

by SA [redacted] LNB:jlg Date dictated 10/20/71

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extra duties [] was allowed to subtract \$50 from his rent which was to be \$150 a month, therefore, he was only paying rent of \$100. [] stated that [] paid the \$100 rent for May, June, and July of this year but at the end of July she stated that [] became interested in other business ventures and felt that he did not have the time to assist her any longer and, therefore, brought in a \$150 check which was the full rent for the month of August. [] stated that [] has not yet paid his rent for September and October of this year. [] stated she also recalled a conversation with [] several months ago, at which time they were watching a news program on television that was about a recent hijacking that had taken place. [] stated that at this time [] stated that a person tried to hijack an airplane has to be crazy to try to get away with it because it just cannot be done. After this conversation, [] stated that she could not understand how [] could ever even think about hijacking a plane, much less do it.

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[] also related that immediately following the hijacking that took place on October 4, 1971, that the tenants of the Country Squire Apartments could not associate the [] of the hijacking with the [] that helped take care of the apartments.

[] stated that she had heard from [] wife that GEORGE GIFFE had been to visit with [] once or twice before. [] stated that she did not see the visit nor to her memory has she ever seen GIFFE.

[] related that she has heard from [] wife that [] did not approve of GIFFE and on one occasion specifically when she was invited to go to the GIFFE residence for dinner, would not attend. [] was not certain if [] had gone on to this occasion or not. [] stated that this took place approximately 4 to 6 weeks before the hijacking incident.

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[redacted] also stated that she was under the opinion that [redacted] did not need any money because they had had a loan approved at the bank for quite a large amount of money. Therefore, she could not understand why [redacted] would go with GIFFE on any far flung venture to try to get money.

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FEDERAL BUREAU OF INVESTIGATION

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Date 10/21/71b6
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[redacted]
[redacted] gave the following information:

[redacted] stated that he had previously been [redacted]

[redacted] and the following incidents happened while he was
[redacted] at aforementioned bank:

[redacted] stated that he first became acquainted with [redacted] in May of 1971 when [redacted] came into arrange for a checking and savings account. [redacted] advised [redacted] that he was going into business and he needed a small loan. [redacted] felt because of the sincerity that [redacted] apparently showed that he felt a small loan could be arranged and subsequently loaned [redacted] \$250 loan secured. [redacted] stated that [redacted] came in regularly to make payments on this loan and in one of these stops to the bank to make the payment, [redacted] mentioned to [redacted] that he was trying to gather together enough money to start a lounge somewhere in Nashville. [redacted] stated that he felt not much was to come of this as people were constantly telling him about ideas that they had that would require money.

[redacted] stated that [redacted] came in again later with a man named [redacted] and [redacted] and [redacted] had plans for a lounge in Nashville.

[redacted] stated that he at this time ran a credit check on [redacted] to determine if he could afford to make a loan on [redacted] name alone. After the check on [redacted] [redacted] found no derogatory information as to the effect of making a loan, but again said that he did not find anything that in turn would persuade him to make a loan to the pair. When [redacted] returned, [redacted] told them that they would need collateral before he could make a loan to them.

[redacted] stated that approximately three weeks later [redacted] returned with a man named [redacted] and attempted to persuade [redacted] that he should make the loan. At this time, [redacted] had a prospective of plans for the lounge that he was to build and [redacted] took turns trying to persuade

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by SA [redacted] Date dictated 10/20/71

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[] to loan the money to make the plan successful. The two left after [] told them that they would still need collateral for the loan and could not make it without it.

[] stated that [] returned on October 1, 1971, and told [] that they had a co-signer by the name of [] who would co-sign for the loan. Upon checking, [] stated that he found out that [] was the [] of Baird Ward Tire Company, Nashville, Tennessee, and that [] had sufficient collateral and that his name would be accepted on the loan as a co-signer. [] told [] that if [] would come in and sign for the loan that he would make the loan to them, but [] informed [] that [] was out of town in New York at the time and could not be reached. [] in turn told [] that he would not make the loan without [] signature or [] personal word that he would sign the loan. [] informed [] that [] would be back in town Monday, October 4, 1971, and that he, [] would get [] and bring him over to the bank on Monday, at approximately 8:15 a.m., at which time the three planned on signing the needed papers for the loan and taking the money, which amounted to \$2,500.

On October 4, 1971, [] stated that he arrived at the bank at approximately 8:00 a.m., and waited until approximately 10:00 a.m., and none of the principals showed to sign for the loan. At this time, [] stated that he called [] and asked him just what had happened. [] stated that [] then informed him of the hijacking that had occurred the night before and that the [] involved in the hijacking was identical to the [] who was to sign for the loan. [] stated that to this time he had been willing to sign for the loan, but now had reservations.

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[redacted] stated that he had not known [redacted] personally although he had seen [redacted] on several occasions.

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[redacted] stated that he did not like [redacted] because of [redacted] personal appearance, that being a beard, sloppy clothes and long hair, which were repulsive to [redacted]

[redacted] stated that he had heard from a reliable source that previous to the hijacking, GEORGE M. GIFFE and [redacted] were sharing rooms at the Bavarian Apartments in Nashville, Tennessee. [redacted] had also heard that GIFFE had made an attempt to have [redacted] fly GIFFE somewhere although [redacted] had not heard the exact location nor the exact time.

[redacted] further related that he recalled that a [redacted] had been a school chum of GIFFE and perhaps could reflect information as to GIFFE's personal conduct.

On 10/19/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103

by SA [redacted] Date dictated 10/20/71
SA

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FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted]

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[redacted] furnished the following information:

[redacted] stated that she also did not know [redacted] although she also had seen him on several occasions, but had not spoken to him nor had desired to speak to him.

[redacted] stated that she knew nothing of the hijacking nor of the acquaintance of [redacted] and GEORGE GIFFE.

[redacted] stated that she felt that [redacted] of [redacted] could perhaps give information to the effect that GIFFE and [redacted] had had a party at [redacted] apartment previous to the hijacking.

[redacted] also stated that she had heard that [redacted] of [redacted] had known SUSAN GIFFE, wife of GEORGE GIFFE, and SUSAN's mother. [redacted] feels that [redacted] may have been close friends with SUSAN GIFFE and could perhaps give information pertaining to the personal life of SUSAN and her husband, GEORGE GIFFE.

Interviewed on 10/19/71 at Nashville, Tennessee File # Memphis 174-76 Jacksonville 174-103

by SA [redacted] Date dictated 10/20/71

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 10/21/71

[redacted]
[redacted] gave
the following information.

b6
b7C

[redacted] stated that although he is only casually acquainted with [redacted] that [redacted] has been a good and ideal neighbor. [redacted] stated that [redacted] speaks to him when they pass and he has never known [redacted] to say or do anything that would indicate that he would be unusual. [redacted] stated that [redacted] and his wife appear to be very happy together and have a very lovely child who is very well behaved.

[redacted] stated that he first heard of the hijacking from watching TV on the late news, and at first did not connect the [redacted] involved in the hijacking with the [redacted] who lived next-door to him.

[redacted] stated further that hijacking an airplane seem to be "out of character" for somebody like [redacted] and also stated that he did not believe that [redacted] would be that gullible as to follow someone who would be trying to hijack an airplane.

Interviewed on 10/20/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76
by SA [redacted] LNB:ln Date dictated 10/20/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/22/71

1.

b6
b7C

[redacted] residence [redacted]
[redacted] was advised of the identity of the interviewing Agents and the purpose of the interview. [redacted] thereafter furnished the following information.

He first met [redacted] in June of 1971. Since that time, [redacted] has become his closest friend since [redacted] advised that he and his wife are [redacted]
[redacted]

[redacted] advised that when he first learned of [redacted] involvement in the hijacking, he could not believe it as it was completely out of context with [redacted] character as he knew it. [redacted] described [redacted] as an intelligent person who has been very kind and helpful to him. He characterized [redacted] as a very gentle person. [redacted] advised that he has seen GEORGE M. GIFFE, JR., only twice. The first time he met GEORGE GIFFE at [redacted] apartment approximately two months ago and at that time [redacted] only stayed approximately five minutes, therefore, did not talk to GIFFE other than just introductory remarks. The other time that [redacted] stated he observed GIFFE was on October 3, 1971, while he and [redacted] were at the LaBrie Lounge which was between 1:30 P.M. and 6:30 P.M. that date. On that day GIFFE came into the lounge and [redacted] was engaged in a discussion with another unknown individual, therefore, did not speak to GIFFE. [redacted] stated he did not see who GIFFE talked to or what he did nor did he see him leave but believes he left shortly after he arrived.

[redacted] advised that on October 3, 1971, he was with [redacted] from 1:30 to 6:30 P.M. at the LaBrie Lounge. During this time, [redacted] acted just like he had always acted in the past, that is a very outgoing individual who was always friendly. At approximately 5:30 P.M. that day [redacted] left the LaBrie Lounge

On 10/21/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] Date dictated 10/21/71
SA

2.

ME 164-76

and [] drove [] to the grocery store and waited while [] had some meat cut and bought other groceries. Thereafter [] drove [] back to his apartment. During the entire day, [] stated that there was no indication that [] was in any kind of trouble, that there was any type of problem on his mind, nor was there any mention of [] planning to take any type of trip that evening or the following day.

b6
b7C

[] stated that he could not furnish any information regarding the financial affairs of [] nor the finances behind the LaBrie Lounge as he did not discuss these matters with [] at any time.

[] has no knowledge at all nor would he care to speculate why [] went with GEORGE M. GIFFE to Jacksonville, Florida, on the morning of October 4, 1971.

FEDERAL BUREAU OF INVESTIGATION

Date 10/22/71

1.

b6
b7c

gave the following information:

stated that she had only lived at this address on and off as her occupation as airline stewardess had kept her busy and her permanent base was Atlanta, Georgia, therefore keeping her away from this apartment in Nashville.

further stated that she only knew that lived below from conversation with her roommate. stated that her roommate had told her after the incident occurred that the man who helped hijack the plane lived below her.

stated this was the first time she had heard anything about at all. stated that she could not advise of any knowledge of his character or his associates.

On 10/19/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA SA Date dictated 10/21/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/1/71

[redacted]
High School, advised as follows:

b6
b7C

[redacted]
records reveal that [redacted] date of birth [redacted]
[redacted] enrolled in the [redacted] High School
as a freshman on [redacted] and graduated in [redacted]
He ranked 46th in his graduating class of 59, and his record
shows his high school behavior was average. His record also
shows that during his freshman year of high school, prior to
his enrollment in the [redacted] High School, he attended
[redacted] schools (not further described) and [redacted]
High School [redacted] At the time he entered
the [redacted] High School, his address was shown as
[redacted] in care of [redacted]
his father.

On 10/27/71 at Nashville, Tennessee File # ME 164-76

JK 164-103

by SA [redacted] Date dictated 10/30/71

ME 164-76

AHQ/acp

1

AT GALLATIN, TENNESSEE

The following investigation was conducted by
SA [] on October 27, 1971:

b6
b7C

The following individuals each advised that records of their respective agencies failed to disclose any criminal arrests for []

[] clerk, Sumner County General Sessions Court Clerk's Office, Gallatin;

[] clerk, Sumner County Circuit Court Clerk's Office, Gallatin;

[] Dispatcher, Gallatin Police Department.

Chief of Police JAMES R. BRAZIER (NA), advised that he is not personally acquainted with [] and to his knowledge the Gallatin Police Department has had no occasion to investigate []. He advised that several years ago [] was the best man at the wedding of [] [] who has since separated from her husband, [] who apparently was a good friend of []. Chief of Police BRAZIER was unable to furnish any additional information of value.

FEDERAL BUREAU OF INVESTIGATION

IDate 10/22/71

[redacted]
was advised of the identities of the interviewing Agents and the purpose of the interview. [redacted] thereafter furnished a copy of a loan which reads as follows:

b6
b7C

Date: August 25, 1971
Personal loan of: \$1500
Used for purpose: Complete work on interior so can open
Name: [redacted]
Date of birth: [redacted]
Marital status: Marrie
Wife: [redacted]
Number of dependents: [redacted]
Home address: [redacted]
How long: 3 months
Previous address: Camelot Apartments
How long: 18 months
Employer: Labri Lounge
Position: Partner
Business address: 1212 Jo Johnson
Previous employer: Industrial Tech. Services (Sales Engineer)
How Long: No longer in existence
Wife's employer: [redacted]
Position: [redacted]
Bank: [redacted]
All debts: [redacted]

On 10/20/71 at Nashville, Tennessee File # Memphis 164-76by SA [redacted] Date dictated 10/20/71

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FEDERAL BUREAU OF INVESTIGATION

1

Date 10/28/71b6
b7c

[redacted]
provided the following information from his files:

[redacted] is in the name of [redacted]
[redacted] That card has never been involved in a delinquent account and the payments have been on time, and it is considered a satisfactory account. The following transactions have been recorded in the account since December 16, 1970:

<u>DATE</u>	<u>FIRM</u>	<u>PURCHASE</u>	<u>AMOUNT</u>
December 12, 1970	Brake-O	Auto repairs	\$190.24
January 8 - February 8, 1971	Supercard	Statement of payment	\$45.00
?	Supercard	Promissory note signed	\$225.00
April 15, 1971	Sherling Tire Tires and balance Company		\$41.40
April 8 - May 8, 1971	Supercard	Statement of payment	\$39.00
May 17, 1971	Waller Buick	Auto repairs	\$95.72
May 8 - June 8, 1971	Supercard	Statement of payment	\$39.00
June 8, - July 8, 1971	Supercard	Statement of payment	\$29.00
August 14, 1971	Jones Brothers Plumbing Hardware		\$32.03

On 10/22/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76

by SA [redacted] Date dictated 10/26/71

JK 164-103

ME 164-76

2

<u>DATE</u>	<u>FIRM</u>	<u>PURCHASE</u>	<u>AMOUNT</u>
September 8 - October 8, 1971	Supercard	Statement of payment	\$58.00

JK 164-103

ME 164-76

BA:jlg

1

The following investigation was conducted in
Nashville, Tennessee, by SA [REDACTED]

b6
b7C

On October 22, 1971, [REDACTED]

[REDACTED] stated that he
had no information regarding the [REDACTED]
credit cards but that the information would be available
from the manager of Credit and Collections. [REDACTED]
[REDACTED]

ME 164-76

VIII. MISCELLANEOUS INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/27/71

[redacted]
[redacted] telephonically contacted the FBI and advised that his telephone number was [redacted] and stated that he was well acquainted with [redacted] and stated that he was very incensed by [redacted] continual comments in the newspaper and on the television concerning the FBI and the events surrounding the hijacking which recently occurred with one of [redacted] airplanes. He stated that he has known [redacted] for some time and knows him to be a "drunk" and stated "a doctor couldn't diagnose his troubles". He stated that he knows for a fact that within the last six months [redacted] ran [redacted] off from his employment at the point of a knife. [redacted] stated that he has nothing but disgust for [redacted] and that he is quite willing to publicly testify as to the poor character of [redacted]

b6
b7C

Interviewed on 10/18/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76
by SA [redacted] Date dictated 10/22/71

FEDERAL BUREAU OF INVESTIGATION

Date 10/26/71

advised

b6
b7C
b7D

In the event it should become necessary to produce records of these accounts in court, a subpoena duces tecum should be issued to himself or his authorized representative.

On 10/20/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76

by SA ^{b6}_{b7C} Date dictated 10/22/71

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FEDERAL BUREAU OF INVESTIGATION

1Date 10/26/71

[redacted] registered pharmacist,
Super-X Drug Store, 3810 Nolensville Road, Nashville,
Tennessee, advised that he filled a prescription #28474 on
September 28, 1971, for Mrs. GEORGE M. GIFFE. [redacted] stated
that this was a refill for prescription #21192, which was
originally filled on July 7, 1971, for Mrs. GEORGE M. GIFFE
at the Super-X Drug Store, 3401 Gallatin Pike, Nashville,
Tennessee. The prescription had been issued by [redacted]
[redacted] M.D. [redacted]
on June 29, 1971. [redacted] advised that the prescription was for
Ovulen 21, a common birth control pill.

b6
b7C

On 10/22/71 at Nashville, Tennessee File # Jacksonville 164-103
Memphis 164-76
by SA [redacted] TRD:ple Date dictated 10/22/71

FEDERAL BUREAU OF INVESTIGATION

1Date 10/26/71

[redacted] registered pharmacist at Super-X Drug Store, 3401 Gallatin Pike, Nashville, Tennessee, gave the following information:

b6
b7C

[redacted] upon review of his records, stated that prescription number 21192 had been issued to Mrs. GEORGE M. GIFFE, Bavarian Apartments, J-11, 4501 Packard Drive. This prescription was issued on June 29, 1971, by [redacted]

[redacted] stated that the prescription consisted of Ovulen 21, a common birth control pill. The prescription was filled on July 7, 1971, for the first time with provisions that it be filled 11 more times.

On 10/22/71 at Nashville, Tennessee File # Jacksonville 164-103;
Memphis 164-76
by SA [redacted] LNB:ple Date dictated 10/22/71

FEDERAL BUREAU OF INVESTIGATION

1Date 10/28/71

[redacted] Postal Inspector, United States Post Office, Nashville, Tennessee, Main Branch, advised that Post Office Box 145 was opened on January 29, 1971 and closed on June 30, 1971. This Post Office Box was assigned to GEORGE M. GIFFE, JR. who listed the following information on his application form:

b6
b7C

Name: GEORGE M. GIFFE, JR.
Address: 4501 Pachard, Bavaria Apartments
Business: Continental Consultant Research
Type business: Consultant

[redacted] further advised that there was no mail left in this postal box.

[redacted] advised that Post Office Box 298 was opened on December 23, 1970 by [redacted] who listed his residence as [redacted]

[redacted] He advised that this Post Office Box is still open and receiving mail.

On 10/26/71 at Nashville, Tennessee File # Memphis 164-76
Jacksonville 164-103
by SA [redacted] Date dictated 10/28/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

ME 164-76
JK 164-103
RAM/acp
1

On October 22, 1971, [redacted] Western Union, Nashville, Tennessee, advised SA [redacted] that they are unable to locate any records of Western Union Money Order receipt #MOD 43310091 in the amount of \$12,000. [redacted] stated that he would continue attempts to locate these records and believed that through the assistance of a photostatic reproduction of a similar receipt he could possibly find this item in his records and thereafter advise that the information could be obtained by a subpoena.

b6
b7C

A review was made of Nashville City Directories which determined that the subscriber to telephone number 327-2033 is the office of the Pathologists' Laboratory, 1916 Patterson Street, Room 306, Nashville, Tennessee, [redacted] Supervisor.

Review of these directories also determined that the subscriber to telephone number 244-5151 is the St. Thomas Hospital located in Nashville, Tennessee.

By communication dated October 27, 1971, the Memphis Division of the FBI forwarded a sketch and photographs of the vicinity of Big Brothers Aircraft, Inc., Nashville Metropolitan Airport, and a certified copy of the Nashville Metropolitan Airport lay-out plan to the FBI at Washington, D. C., for the purpose of preparing an exhibit to be used in this case.

By communication dated October 21, 1971, the Memphis Division forwarded to the FBI Laboratory the known handwriting of subject GEORGE MALLORY GIFFE, JR., for appropriate comparisons.

By communication dated October 19, 1971, the Memphis Division forwarded the clothing worn by deceased pilot BRENT QUINTON DOWNS to the FBI Laboratory at Washington, D. C., for examination purposes.

By communication dated October 19, 1971, the Memphis Division of the FBI forwarded latent fingerprint impressions found in a 1970 Cadillac utilized by subject GIFFE to the Identification Division of the FBI for comparison purposes.

ME 164-76

2

On October 26, 1971, a hearing was set at 3:30 p.m. on that date by U. S. District Judge FRANK GRAY, Middle District of Tennessee, Nashville, and at this hearing Judge GRAY stated that the court was not in a position to render a decision regarding the civil actions and answers to the actions which were filed and continued the hearing until 1:30 p.m., November 1, 1971.

ENCLOSURES FOR THE BUREAU (12)

12 photos of vicinity of Big Brothers Aircraft, Inc.,
Nashville Metropolitan Airport, Nashville, Tenn., and
taxiway utilized by hijacked plane.

GEORGE MALLORY GIFFE, JR., aka (Deceased);
ET AL

SUSAN LAKICH GIFFE, aka - VICTIM (Deceased);
ET AL

CAA - HIJACKING, INTIMIDATION OF CREW MEMBERS,
CARRYING A CONCEALED WEAPON; KIDNAPING; FTCA

ME 164-76

By Memphis report dated 11/3/71

F332
hnl



ENCLOSURE

164-2142-168





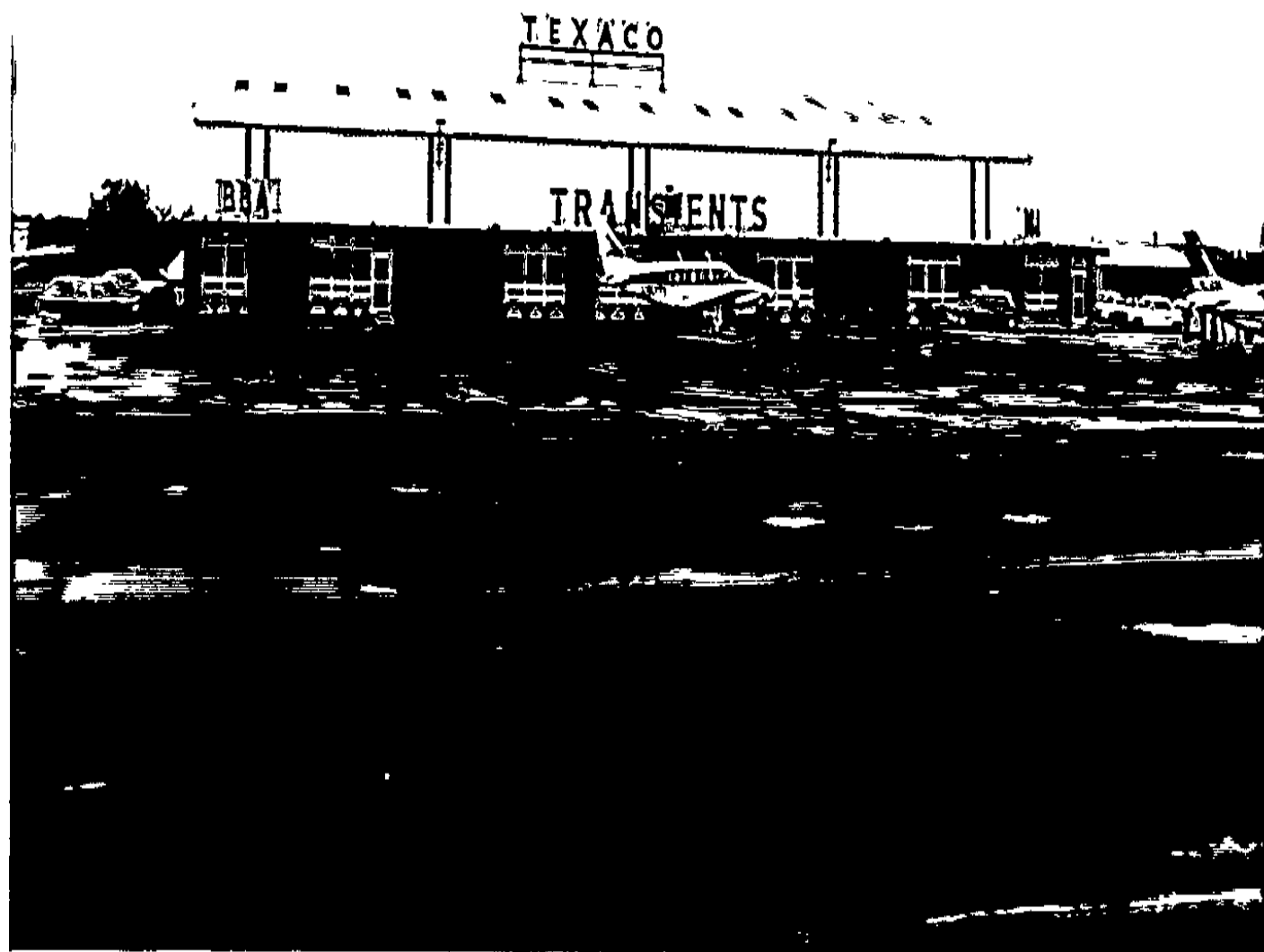
3





5





7











12



PEERS. REC. UNIT

November 4, 1971

REC-14 / 164 - 4 169

ST-106

03. 1937

b6
b7C

Artesia, California 90701

Dear [redacted]

I readily understand the reasons which prompted your letter of October 30th and, while I would like to respond to the points you raised, the matter involving the hijacking of a chartered aircraft to Jacksonville, Florida, on October 4th is currently the subject of court action. On November 1st U. S. District Judge Gerald E. Tjoflat, Middle District of Florida, Jacksonville, Florida, issued an order prohibiting all Government Agents and employees, including the FBI, from making any statements regarding the events set out in and surrounding the criminal indictment in this case to any persons not associated with the Federal Government.

Sincerely yours,

J. Edgar Hoover

MAILED 20

NOV 4 - 1971

FBI

- 1 - Jacksonville - Enclosure
- 1 - Los Angeles - Enclosure

NOTE: Correspondent not identifiable in Bufiles.

Tolson _____ JWD:nmi (5)
Felt _____
Rosen _____
Mohr _____
Bishop _____
Miller, E.S. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Cleveland _____
Ponder _____
Bates _____
Tavel _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

MAIL ROOM ☐ TELETYPE UNIT ☐

51 NOV 12 1971

Handwritten signatures and initials:
V. [unclear]
T. [unclear]
W.S.A.
J. [unclear]

Mr. Tolson
Mr. Felt
Mr. Rosen
Mr. Mohr
Mr. Bishop
Mr. Miller, ES
Mr. Callahan
Mr. Casper
Mr. Conrad
Mr. Dalbey
Mr. Cleveland
Mr. Ponder
Mr. Bates
Mr. Gavel
Mr. Walters
Mr. Soyars
Tele. Room
Miss Holmes
Miss Gandy

October 30, 1971.

Mr. J. Edgar Hoover
Director of the FBI
Washington, District of Columbia

Dear Mr. Hoover, *GEORGE M. GIFFE* 4-1

I am 34 years of age, a working, voting tax paying American citizen. All of my life I have been taught that you are one of America's modern heros. I sincerely believe this, and have deeply resented recent politicizing politicians attacks on you.

In the Los Angeles Times paper of October 19, 1971, they ran headlines of "FBI ignored pleas of slain pilot", with in depth substantiating article. I do not condone their sensationalism, nor do I condone the actions of the FBI persons involved in that tradgic and unnecessary waste of life.

My suggestion would be that the FBI reflect of the basic concept of Anglo law, and with that thought in mind temper their decisions in circumstances such as the Jacksonville International Airport incident of October 4, 1971.

I would welcome your response, but doubt that anyone can or has the right to waste human life.

Sincerely concerned,

ST-106

Artesia, CA
90701.

NOV 1 1971

cc/ file.

CORRESPONDENCE

REC. UNIT

EXP. PROC.
35 NOV 1 1971

*ack'd
11/4/71
J. D. [unclear]*



**FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535**

To: SAC, Jacksonville (164-103)

Date: October 15, 1971

Re:

GEORGE MALLERY GIFFE, JR.
(DECEASED); [REDACTED]
MRS. GEORGE M. GIFFE, JR., aka
VICTIM (DECEASED)
CAA - HIJACKING; KIDNAPING
CO: JK

John Edgar Hoover, Director

FBI File No.
Lab. No.

PC-H2036 MT MU LK

Examination requested by: Jacksonville

Reference: Letter 10/8/71

Examination requested: Firearms - Chemical Analyses - Instrumental -
Fingerprint

Remarks:

This report confirms and supplements the Laboratory results furnished your office by teletype on 10/9/71.

You are being separately advised regarding the results of the requested latent fingerprint examinations.

Although compositional similarities were found between the small lead fragments submitted and the lead core portions of some of the submitted bullets, the possibility that these small lead fragments could have originated from bullets whose cores have like composition cannot be eliminated. Therefore, if it is deemed necessary to further differentiate between ammunition used by Bureau personnel and the submitted specimens referred to above, samples of all types of ammunition fired by Bureau personnel would have to be submitted for compositional analyses.

All of the submitted specimens are being returned to your office under separate cover by Air Express.

ENCLOSURE ATTACHED

Enclosures (2) (2 Lab report)

BGB:aek (4)

ADMINISTRATIVE PAGE INVESTIGATIVE REPORT

DO NOT INCLUDE ADMINISTRATIVE
PAGE INFORMATION IN
INVESTIGATIVE REPORT

Tolson _____
Sullivan _____
Mohr _____
Bishop _____
Brennan, C.D. _____
Callahan _____
Casper _____
Conrad _____
Dalbey _____
Felt _____
Gale _____
Rosen _____
Tavel _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

MAIL ROOM ☐ TELETYPE UNIT ☐

REC 16 - 2042 - 170

NOV 4 1971

57 NOV 1971

REPORT
of the

1 Office, 7133



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Jacksonville

Date: October 15, 1971

FBI File No.

Re: GEORGE MALLERY GIFFE, JR., (DECEASED)

Lab. No.

PC-H2036 MT MU LK

MRS. GEORGE M. GIFFE, JR.; aka -
VICTIM (DECEASED)
CAA-HIJACKING; KIDNAPING

Specimens received personally delivered by SA [redacted] on 10/8/71

SPECIMENS FROM GEORGE M. GIFFE, JR.

Q1 Bullet and metal fragment from skull
Q2 Metal fragment from brain
Q3 Tissue from head

SPECIMENS FROM SUSAN GIFFE

Q4 Bullet from near left armpit
Q5 Bullet from brain
Q6 Bullet fragment from chest
Q7 Bullet fragment from below left breast

Q8-Q14 Seven cartridge cases from floor of aircraft
Q15 Bullet from floor under rudder pedal
Q16 Bullet resting on pilot's right thigh
Q17 Bullet fragment from floor by left side seat
Q18 Metal fragment from rear seat
Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther automatic pistol,
Model PPK/S, Serial Number 151170S, with clip
K2 9mm Browning automatic pistol, HP Model,
Serial Number 53784, with clip

Also Submitted: Fourteen cartridges from clip of K2

Result of examination:

Tolson _____
Sullivan _____
Mohr _____
Bishop _____
Brennan, C.D. _____
Callahan _____
Casper _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Tavel _____
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

The bullet from Q1, and Q4, Q5 and Q16 bullets,
and the Q8 through Q14 cartridge cases were all identified
as having been fired by the K1 pistol.

Page 1

(over)

BDB: aek (4)

MAIL ROOM ☐ TELETYPE UNIT ☐

Human blood, too limited in amount for conclusive grouping, was identified on K1.

The small metal fragment in Q1 and the Q2 metal fragment do not bear sufficient microscopic characteristics to determine whether or not they are bullet fragments. However, they are similar in composition to each other and to the lead core of the bullet in Q1.

Flakes of unburned gunpowder were found on the Q3 tissue. These flakes did not form a definite pattern which precludes the possibility of making an accurate muzzle-to-head distance determination.

Specimens Q6, Q7 and Q17 are fragments from the jacket portion of jacketed bullets which are too mutilated to determine the caliber of bullets from which they originated. Further, they do not bear sufficient individual microscopic characteristics for identification purposes.

Specimen Q15 is a .38 caliber jacketed bullet which has been fired from a barrel rifled with six lands and grooves, right twist, such as the barrel of the K1 pistol. Due to extensive mutilation, the Q15 bullet does not bear sufficient individual microscopic marks for identification purposes. Specimen Q15 could not have been fired from K2.

The Q18 metal fragment does not bear sufficient microscopic characteristics to determine whether or not it is a bullet fragment. However, Q18 is similar in composition to the lead cores of the Q5 and Q15 bullets.

The Q19 clip and cartridges are like those used in weapons such as K1.

Although the K2 pistol has been fired since last cleaned, it is not possible to determine the length of time since it was last fired.

7-2
RECORDED
10/17/71
cb

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

EXPEDITE

F.F.P.S.

Laboratory Work Sheet

Re: GEORGE MALLERY GIFFE, JR. (DECEASED);

File #

Lab. #

164-2047-190
PC-H2036 MT MU LK

MRS. GEORGE M. GIFFE, JR., aka -
VICTIM (DECEASED)
CAA-HIJACKING; KIDNAPING
(OO: JK)

b6
b7C

Examination requested by: SAC, Jacksonville (164-103) let. 10/8/71

Examination requested: Firearms (G&A - gunpdr) Date received: 10/8/71 PER
Chem Anal (biochem) - DEL

Result of Examination: Instr (neu act) - Fingerprint Examination by:

Per del by SA

on 10/8/71

Specimens submitted for examination

SPECIMENS FROM GEORGE M. GIFFE, JR.

Q1 Bullet and metal fragment from skull
Q2 Metal fragment from brain
Q3 Tissue from head

SPECIMENS FROM SUSAN GIFFE

Q4 Bullet from near left armpit
Q5 Bullet from brain
Q6 Bullet fragment from chest
Q7 Bullet fragment from below left breast

Q8-Q14 Seven cartridge cases from floor of aircraft
Q15 Bullet from floor under rudder pedal
Q16 Bullet resting on pilot's right thigh
Q17 Bullet fragment from floor by left side of seat
Q18 Metal fragment from rear seat
Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther ^{automatic} pistol, Model PPK/S,
Serial Number 151170S, with clip
K2 9mm Browning ^{automatic pistol} HP Model, Serial Number 53784, with clip

Also Submitted: Fourteen cartridges from clip of K2

Lab report
10-15-71
BDB:cek

Ad page Although compositional similarities
were found between the small lead
fragments and ^{the lead} core portions of
some of the submitted bullets, the
possibility that these small lead fragments
could have originated from bullets whose
cores have like composition cannot
be eliminated. (See page ~~10~~ 11).

Q₁

.38

(ret'd in base)

G/R

L imp .015

G imp 13

WT = 64.6 grs Flattened, jacket split

apparent weight loss. bone embedded in core
blood spots on core under Cu-jacket

Q₁ Ident K₁
RIP Test F



Base dia. .355

48mm



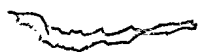
Q₁ K_{1a}

Small piece Pb. (possibly core) (Too small to mkt)

WT. .8 gr

Q₂ Small piece lead.

(ret'd)



wt = 5.9 grs

Nothing to associate with
bullet. Pass. core bag.

Q₃ Preserved scalp/hair.

Two larger pieces joined by strands of flesh

Frozen when received

Area covered not over 1 1/2" sq.

Two flakes unburned powder found.

One in edge of bloody padding.

Other approx 3/4" from matted blood edge.

(placed in plastic pill box
and put with evid)

Both flakes have hole
and slight indentation
on edge. Gray latex
found.

No smoke discoloration.

Q4 .380 Auto. Jacketed H-P

(mkt on base)

6/12

L imp .045

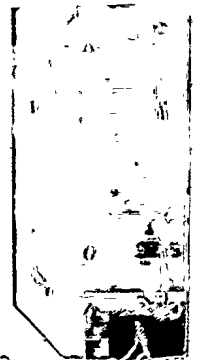
G imp .13

WT. 88.2 grs



Q4 Ident K1

48mm



Q4 K1B

Q5 380 Auto. jacketed - Hollow-point
manufactured.

(mkt on base)

6/12

L imp .045

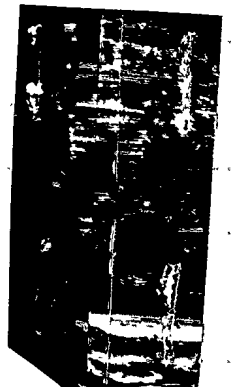
G imp .13

WT. 85.8 grs



Q5 Ident K1

48mm



Q5 K1A

Q6 Portion of jacket bag.

3 lands 2 grooves viz.

Could be from bullet rep by Q7

L imp .045-.05

G imp

WT. 6.0 grs



Hollow point type

Enuff. mks

Unable to determine cal.

Q7 Portion of bullet jacket
fragment.

3 lands 2 grooves vis.
Unable to determine cal.

WT = 5.0 grs



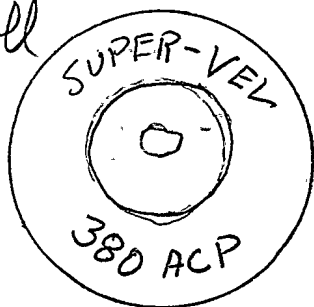
Bottom-lead type

Insuff marks

Could be from Qa.

Q8 - Q14

All



48mm
5mm

All mhd on side

Q15

38 cal.

Unable to determine cal type.

6/R

L mps .045

G mps .13

WT. 87.1 gr.



Extremely flattened.
Jacket split.

Base folded down
Opposite 35 dia.

Q10

K1

(mhd on nose)

Insuff marks

Q16 .380 Auto. Hollow Point

6/R

L imp .045+

G imp .13

WT. 88.1



Q16 Ident K,



48mm

Q16 K1C



Q16 K1A
48mm

Groove within
bullet on each
bullet selected

Q17 Portion of bullet jacket

Portion of 2 lands & 1 groove vis.

Unable to determine

GRC, Mfg. or cal.

WT. 3.0 grams.

Insuff mks for ident

Q18 Piece of lead.

Pos. core metal from
jacketed bullet.

No char. to determine
if portion of bullet

WT. 31.1 gr

No mks of value

(Marked in T.G.)

K1 .380 Auto Walther 17PK/S SN 151170 on slide
9mm Kurz 1511705 on frame.
Double action. NCIC - NR Both # 12/13

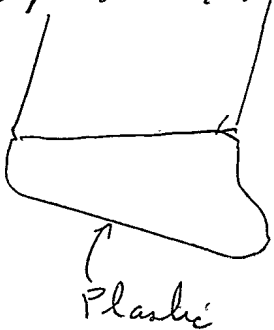
Made in W. Germany.
On ~~the~~ right side of slide.
" INTERARMS
ALEXANDRIA / VIRGINIA

Fired since last cleaned.
Numerous flakes unburnt
powder in barrel

When received, slide back
& clip in place and empty.
Slide remains back when
last shot fired.

Clip has plastic extender
attached unlike Q19.

Clip holds 7 .380 Auto stars



Four tests fired Super-Vel. 88gr.

4' Several flakes

5' Two flakes

6' One flake & residue

7' Nothing.

Max distance
Approx 6'

Super-Vel from coll.
pulled bullet wt. 88.1gs.

K2 9th Browning H.P. (Fabrique Nationale)
Serial No. 53784 w/ clip (clip S.N. 54533)
(initial T.G. & on back of clip) Model 1935 - good condition
NCIC - IVR - 10/13/71

black residue in bbl - no unburned powder
or recognizable partially burned powder.

chem test on swab: Sulfuric Acid & Nonythylamines
positive (paper card)

Diphenylamines - positive

fire since last cleaned

no blood or other foreign residues noted on weapon

Referred list magazine capacity of 13 - holds 14 by test

612 { L = .08
G = .10

safety operates - no malfunction during
test firing (twice)

slide stays open on test shot

A/S

Fourteen

Super Vel

9mm Luger clgs; All Hollow-point.

All mksd A/S_{1,2,3} etc.

in order removed from clips

of K2

None of A/S₁₀ counter sunk.

Specimens from George M. Giffe, JR.

Q₁ Bullet and metal fragment from skull of
~~George M. Giffe, JR.~~

Q₂ Metal fragment from brain ~~George M. Giffe, JR.~~

Q₃ Tissue from head ~~George M. Giffe, JR.~~

Specimens from Susan Giffe

Q₄ Bullet from left armpit.

Q₅ Bullet from brain

Q₆ Bullet fragment from chest

Q₇ Bullet fragment from below left breast

Q₈-Q₁₄ Seven cartridges cases from floor of aircraft

Q₁₅ Bullet from floor under rudder pedal

Q₁₆ Bullet resting on pilot's right thigh

Q₁₇ Bullet fragment from floor by left side of seat

Q18 Metal fragment from rear seat

Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther pistol, Model PPK/S,
Serial Number 151170S with clip

K2 9mm - BROWNING, HP Model, Serial
Number 53784 with clip

Also Submitted

Fourteen cartridges from clip of K2

All

9mm Luger -

Super-Vel hollow point.

All removed from clip in
order they were removed

marked A/S 1, 2, 3, etc

DIRECTOR, FBI
ATTENTION: FBI LABORATORY

SAC, JACKSONVILLE (164-103) (P)

GEORGE HARRY GILES, JR. (DECEASED);

U.S. GEORGE H. GILES, JR., aka. -
VICTIM (DECEASED)
CUL-ASSAULTING; KIDNAPING
(OO: JR)

10-8-71

EXPEDITE

PC-H.2036

ReJktel call to FBI Lab 10-8-71 and Jktel to Bureau 10-4-71.

There is being forwarded to the FBI Laboratory via special messenger, SA [REDACTED] the following-described evidence in captioned case:

EVIDENCE OBTAINED FROM MEDICAL EXAMINER, DR. CARL M. WILCOX,
JACKSONVILLE, FLORIDA

Following items removed from GEORGE H. GILES, JR.:

- (1) Bullet and small fragment of metal recovered from between skull and scalp of GEORGE H. GILES, JR.
- (2) Piece of metal fragment recovered from a portion of the brain.
- (3) Tissue removed from the right side of the wound of the scalp of the head of GEORGE H. GILES, JR.

Following items removed from SUSAN GILES:

- (1) Bullet removed from just beneath the skin near the left arm pit.
- (2) Bullet removed from the left portion of the brain.
- (3) Portion of bullet removed from the chest area.
- (4) Portion of bullet removed from below the left breast.

3 - Bureau
(1 - Package - via messenger)
2 - Jacksonville
(1 - 164-263)
MEL:mgp
(5)

10-10-71
BDE

THE FOLLOWING EVIDENCE WAS RECOVERED FROM THE AIRCRAFT

- (1) A 9 mm automatic pistol, SN 151170, Walther. This weapon recovered on the aircraft floor between GEORGE GIBBS and SUSAN GIBBS. This weapon believed to be the murder weapon. The magazine clip has not been moved and has not been touched by Agent personnel.
- (2) Seven (7) spent shells recovered from the floor of the aircraft in the rear portion between the middle seats and the rear seats. This is the area which was occupied by GEORGE GIBBS and SUSAN GIBBS.
- (3) A magazine clip containing seven (7) bullets, .380 caliber. This loaded clip found in the same area as were the seven (7) spent shells and the Walther automatic pistol.
- (4) An envelope containing (a) a Belgian automatic pistol, SN 55704, which was recovered from the person of [REDACTED] and (b) a magazine clip containing fourteen (14) live rounds of ammunition, 9 mm caliber. The magazine was in the automatic pistol at the time it was taken from [REDACTED] and has been handled by numerous personnel.

b6
b7C

The following items were recovered by SA [REDACTED] and Investigator [REDACTED] Office of the Sheriff, Jacksonville, Florida:

- (1) A bullet found on the floor under the pilot's left rudder pedal.
- (2) A bullet found resting on the pilot's right thigh.
- (3) A bullet fragment found on the floor front of the left side seat of the aircraft.
- (4) A bullet fragment found in the rear seat under victim SUSAN GIBBS.

REPORT OF FBI LABORATORY

(1) Medical Examiner, Jacksonville, Florida, states that there was no visible powder or residue marks on the scalp of GEORGE GIBBS. He said this is not uncommon when the weapon is pointed at

REC- 10
10/12/71
CB

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

EXPEDITE

JK 164-103

such an angle that the blast goes over head of victim. He said he examined some of the brain tissue but that it was in such a condition and there was so much blood in the area that he could notice no visible powder burns or residue. He has removed a piece of tissue from the scalp which is noted above and which he recommends a chemical analysis be made to determine if there is sufficient powder marks, burn or residue to state that GIFFE was shot by a weapon at immediate close range, i.e., a wound that is self-inflicted. FBI Laboratory is requested to have this examination done. - (gender) 10/8/71
Chem Anal (biochem) -

Result of Exam (2) All of the bullets and fragments of bullets mentioned above should be examined and then a determination made as to whether they were fired from the 9 mm Walther, SN 151170, or from the Belgium made automatic pistol, SN 53784.

Per del by SA Michael [redacted] should be made of the spent cartridges or shell casings described above.

(4) The 9 mm Walther automatic pistol, SN 151170, should be processed for latent prints and the magazine clip which is in place in this weapon should also be processed for latent prints. Any identifiable latent prints should be compared with GEORGE H. GIFFE, JR., SUSAN GIFFE, [redacted] the pilot BRENT QUINTON DOWNS, and the co-pilot [redacted]

b6
b7C

Specimens submitted for examination.

SPECIMENS (5) If possible, a determination should be made if the Belgium automatic pistol, SN 53784, has been recently fired.

Q2 Metal fragment from brain
Q3 The containers which hold the evidence which was obtained from Medical Examiner Dr. CARL H. WELLS reflects the initials CHW and SPECIMENS FROM SUSAN GIFFE

Q4 Bullet from near left arm
Q5 The above evidence should be returned to Jacksonville upon completion of the FBI Laboratory examination.

Q7 Bullet fragment from below left breast

Q8-Q14 Seven cartridge cases from floor of aircraft

Q15 Bullet from floor under rudder pedal

Q16 Bullet resting on pilot's right thigh

Q17 Bullet fragment from floor by left side of seat

Q18 Metal fragment from rear seat

Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther/pistol, Model PPK/S, Serial Number 1511708, with clip

K2 9mm Browning, HP Model, Serial Number 53784, with clip

Also Submitted: fourteen cartridges from clip on K2

DICTATION: (BEAMS)

POH 2036

HUMAN BLOOD, TOO LIMITED IN AMOUNT FOR
CONCLUSIVE GROUPING, WAS IDENTIFIED ON K1.

~~DB~~

7-2
RECORDED
10/17/71
cb

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

EXPEDITE

L.F.P.S.

Laboratory Work Sheet

Re: GEORGE MALLERY GIFFE, JR. (DECEASED);
[redacted]

File #

Lab. #

114-1042-70
PC-H2036 MT MU LK

MRS. GEORGE M. GIFFE, JR., aka -
VICTIM (DECEASED)
CAA-HIJACKING; KIDNAPING
(OO: JK)

b6
b7C

Examination requested by: SAC, Jacksonville (164-103) let. 10/8/71

Examination requested: Firearms (G&A - gunpder) Date received: 10/8/71 PE

Chem Anal (biochem) - D
Result of Examination: Instr (neu act) - Fingerprint Examination by: [redacted]

Per del by SA [redacted] on 10/8/71

Results attached Dictation attached

Residuals & calculations retained in 8420

Specimens submitted for examination

SPECIMENS FROM GEORGE M. GIFFE, JR.

Q1 Bullet and metal fragment from skull
Q2 Metal fragment from brain
Q3 Tissue from head

SPECIMENS FROM SUSAN GIFFE

Q4 Bullet from near left armpit
Q5 Bullet from brain
Q6 Bullet fragment from chest
Q7 Bullet fragment from below left breast

Q8-Q14 Seven cartridge cases from floor of aircraft
Q15 Bullet from floor under rudder pedal
Q16 Bullet resting on pilot's right thigh
Q17 Bullet fragment from floor by left side of seat
Q18 Metal fragment from rear seat
Q19 Clip from floor containing seven cartridges

K1 .380 Auto (9mm Kurz) Walther pistol, Model PPK/S,
Serial Number 151170S, with clip
K2 9mm Browning, HP Model, Serial Number 53784, with clip

Also Submitted: Fourteen cartridges from clip of K2

PC-H 2036

Q1 fragment
Q1 core

Q2 fragment

Q4 core

Q5 core

Q15 core

Q18 fragment

				PC-H 2036
<u>Sample</u>	<u>wt(mg)</u>	<u>% Cu</u>	<u>% Sb</u>	<u>Remarks</u>
Q1	11.00	.078	.010	fragment
Q1a	11.32	.075	.010	core
Q1b	10.84	.071	.009	
Q1c	10.66	.076	.010	
Q2	11.12	.067	.008	fragment
Q4	10.18	.071	.008	core
Q5	10.92	.059	.002	core
Q15a	9.02	.058	.002	core
Q15b	11.08	.060	.002	
Q18a	11.16	.054	.002	fragment
Q18b	10.64	.062	.002	

2018-2028 10/12/71 RT4

(c)

PC-H2036

Dictation

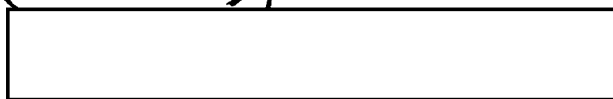
~~The small metal fragment in Q1~~
~~and the Q2 metal fragment~~ ^{However} they are
similar in composition to each other
and to the lead core of the bullet
in Q1.

Now then, Q18 ~~metal fragment~~ is similar
in composition to the lead cores of the
Q5 and Q15 bullets.

Admin Page

Therefore, if it is deemed necessary to further
differentiate between ammunition used by
Bureau personnel and ^{the} comparable specimens
referred to ~~in the text of the report~~ ^{above},
samples of all types ^{of ammunition} fired by Bureau
personnel would have to be submitted
for compositional analysis.

Re. George Mallory Hyffe, Jr.
(Deceased);



b6
b7C

Mrs. George M. Hyffe, Jr., aka
Victim (Deceased)

CAA - Hijacking; Kidnaping
(OO:JK)

PC-H2036 MT

164-2042-170

ENCLOSURE 1

164-1142-170

K2 bench work

255

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WASHINGTON, D. C.

DN, D. C.



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164-20412-177

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PC-H2036 MT

164-2042-170



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